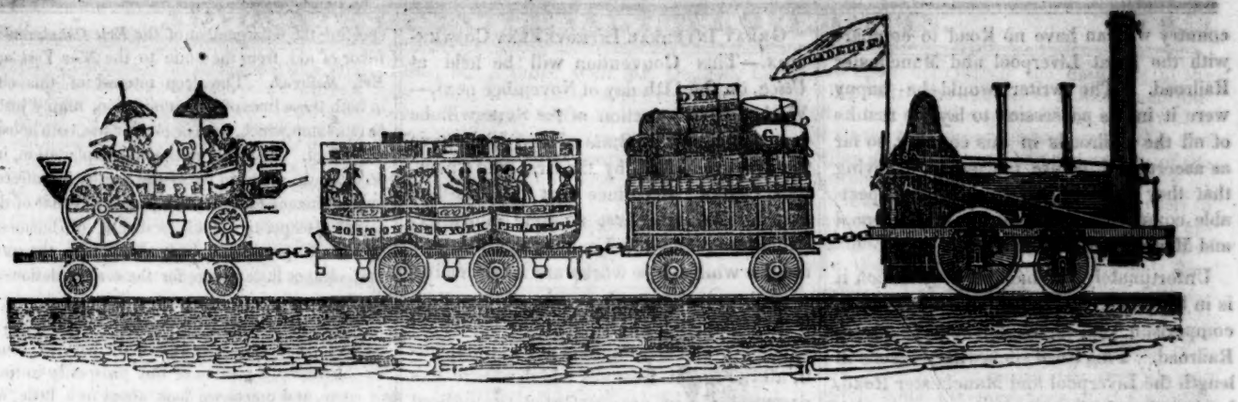

AMERICAN RAILROAD JOURNAL,
AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, Editor.] SATURDAY, OCTOBER 17, 1835. [VOLUME IV.—No. 41.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, OCTOBER 17, 1835.

We ask the attention of onr readers to the communication of "A New-York Citizen," in this number of the Journal, in relation to *Railroads*. We have been long convinced, as this work will bear witness, of the importance, and peculiar fitness, of Railroads for the business and enterprize of this couutry—and we are now more than ever satisfied that they will yet pervade, not only *every State*, but also almost every *county* and *town*, in the Union.

[For the American Railroad Journal.]

RAILROADS.

The construction of Railroads is becoming a subject of great importance to the citizens of these United States, but to none more so than to the citizens of this City.

Almost every day tells us of new undertakings; Railroads are in progress from the North to the South, from this City to the Lakes, and others are contemplated from Boston to the Far West, from New-Orleans, more than 500 miles, to Nashville, and, if successful, who can say that it may not ere long reach the Rocky Mountains? nay, even the Pacific Ocean?

In the mean time, Railroad Stocks have become abundant, and a large amount of capital has been invested in them by New-Yorkers. These Stocks, also, like the Roads themselves, are daily on the increase.

Should Railroads prove successful in this country, it will be not only difficult to conceive, but impossible to describe, the benefits resulting to this City; then, also, will the holders of these Stocks prove to have made a wise investment. On the contrary, should Railroads prove unsuccessful and unprofitable in the United States, then will not merely disappointment follow to the country and towns through which they pass, but loss and ruin will fall to the lot of many of our enterprising and industrious citizens, who become holders of the Stock.

On the question, therefore, whether Railroads are or are not calculated to benefit this country, and the Stockholders, it behooves this community to reflect maturely, if possible, to form a correct decision, and to act conformably thereto.

If these undertakings are to fail, no time should be lost by intelligent and patriotic citizens in forewarning this community of their danger.

On the other hand, if they are to afford the benefits and profits held out to the public, then are they entitled to the countenance, encouragement, and patronage of all classes of men.

The writer can only give to this important subject a passing and superficial notice, in the hope of inducing skilful and experienced men to advise the public correctly. Judging from general principles, he has, however, for himself, arrived at the conclusion, that *this is the country for Railroads*, and that *wherever judiciously located, and managed with skill and economy, they will not fail to prove successful.*

Our country has been formed by the God of Nature, upon a large and magnificent scale,—her Mountains, her Plains, her Forests, her Prairies, her Lakes and her Rivers, are large and far between. The extent and distance of these from each other, and from our numerous and important sea ports, point out this as the Country for Railroads.

The Political situation of the United States also leads to the same conclusion, formed of 24 Independent States, having seperate seats of government, united under one confederated government, seems to point to the quick and easy communication by Railroads as, providentially adapted to their peculiar situation.

In the quantum of transportation also the products of our forests, our agriculture, our mines, of commerce, of raw materials and manufactured goods, form a sum total, large indeed, but increasing almost beyond calculation.

Finally, it would seem that the disposition and pursuits of the American people, render the construction of Railroads proper, and can scarce fail to make them profitable. They are a people actuated by the spirit of enterprize, activity, and trade; influenced in their habits by the rapid changes around them, in a country whose rapid population and sudden prosperity, beggars the page of history, time is prized by our citizens, as of more value in a peculiar point of view, than by any other people,—here delay is brooked with impatience, and increased speed paid for liberally by the impatient traveller.

So far as the writer can judge, *experience*, also, indicates that our Railroads will succeed; no failure of any one has yet come to his knowledge.

Perhaps the best tried experiment on record is the Liverpool and Manchester Railroad, which in despite of Canal competition, has, according to a recent statement in the newspapers, divided 9 per cent. per annum, and notwithstanding the predictions that the wear and tear of the road, engine and cars, would render the investment a bad one for the stockholders, the stock is now quoted at 200 per cent.

It is true that it may be said all this has been done in old England, but that in this

conntry we can have no Road to compare with the great Liverpool and Manchester Railroad. The writer would be happy were it in his possession to lay the results of all the Railroads in this country, so far as ascertained, before the public, believing that they would generally bear a respectable comparison with the great Liverpool and Manchester Railroad.

Unfortunately, he has one only which it is in his power correctly to state by way of comparison, viz., the Boston and Worcester Railroad. This Road somewhat exceeds in length the Liverpool and Manchester Road, but has thus far been even more successful.

At the time when the Road first became passable throughout, two per cent. dividend was made from the earnings up to that period. During the quarter just passed, its receipts have been $56,000, the expense during the same time (independent of further completion of the Road paid from a surplus of the Capital before unexpended) are short of $15,000; leaving a net profit remaining of $41,000, on a capital of $1,250,000, being over 3 per cent. for 3 months.

This Road (which has a certain prospect of great increase) shows, by the result, what the writer believes that all the other Railroads of this country demonstrate, viz.—that they will be even more beneficial and productive here than in any other country. He is unwilling to believe that his countrymen, who excel all other people in Commercial enterprize, in constructing and managing the finest Ships of War, Foreign Packets, Coasting Packets, and Steamboats, will not also excel all other people in Railroading.

Also, on the subject of the comparitive safety of these, compared with other Stocks, it is worthy the consideration of Capitalists inclined to invest in them, that they cannot, like Marine Stocks, be reached by storms, like Fire Stocks, by conflagration, or, like Bank Stocks, be subject to depredation, or laid under contribution by any invasion.

It must not be forgotten that the United States have become one of the principal commercial and maratime nations of the earth, and that among maratime nations, wars must occur; now when war comes (as come it must) even out of our growing prosperity, will it not prove the wisdom of this people to have a country like this intersected by *Railroads?* For then the tremendous resources of this extensive country could be brought almost with the speed of the wind to defend any point of attack.—Provided the writer is correct in his conclusion that this is the country for Railroads, it seems to follow that the investments in them are not only safe from loss to the community, but that they will, like our Western Canal, become solid capital, beneficial to the Public, and profitable to the Stockholders.

A NEW-YORK CITIZEN.

GREAT INTERNAL IMPROVEMENT CONVENTION.—This Convention will be held at *Utica*, on the 11th day of November next.—We hope every section of the State will be represented. The State of New-York gave the first grand lead, by the Erie and Champlain Canals; and since that time, she has halted. Did this first sublime effort exhaust her powers? Look at the immense income which these works are now yielding—an income that, with a tithe of the enterprize we once possessed, would induce an expenditure of ten millions per annum, until all the great avenues which nature has prepared for us are perfected throughout the State. We approve of the remarks in one of our city papers that nothing sectional should enter the feelings or deliberations of this body. That men should be chosen who will extend their views over the whole State—and that there the question should now be settled, whether internal improvements should end, or whether the benefits which have flown in upon us so abundantly from what we have done, should induce us to finish the plan of the first great undertakers. Those who will look back, and examine the views of Governor Clinton, will see that what has been done is only a part of his great project. We have, it is true, formed connections between the tide waters and the Susquehannah at various points; while the Allegany, a much more important river, has been totally neglected.

The southern range of counties have realized comparatively nothing from the expenditures of government—the northwest is capable of great improvements, and many other parts of the State.

Other States are securing to themselves a trade which nature assigned for us, which improved roads and canals would have secured to us exclusively forever. Their enterprize and wisdom has already taken from us a great and important trade in the West, which we have forfeited by our supineness. The proposed Convention must determine whether we shall suffer nearly the entire rade of the West to go to other cities, or whether we shall now awake from our long sleep, and engage in earnest to retrieve, in time, at least some portion of what our apathy has lost.

ERIE AND KALAMAZOO RAILROAD.—This road, for which a charter was granted by the Territory of Michigan, will extend from *Toledo*, on the *Maume*, through Adrian, and terminate at the mouth of the Kalamazoo, on Lake Michigan. The first section of 30 miles, from Toledo to Adrian, is in course of construction, and will be completed early next spring—six to eight miles are now nearly ready for use.

We hope soon to receive further and more particular information in relation to this road.

The proceedings of the Board of Assistant Aldermen, on Tuesday evening, were of unusual interest. Resolutions were offered by Mr. *Van Schaick* respecting the enlargement of the *Erie Canal*, and in favor of aid from the State to the *New York and Erie Railroad*. The deep interest of this city in both these lines of communication, amply justifies this step, which, it is fair to presume, both houses will adopt. The only reasonable explanation, indeed, as it seems to us, of the apathy manifested by our citizens to these two projects, is that of the actual prosperity of all branches of business, which—keeping every body busy with the present—leaves little leisure for the contemplation of the future.

While, however, we are thus reaping the actual harvest, competitors elsewhere, are busy to secure for themselves a portion of this prosperity in time to come, and unless we look about us a little, we may find, when it is too late, that although New York cannot be made to go back, she may cease to go forward, in the progress of wealth, population, and influence, as rapidly as lately she has done.

Ald. Van Schaick offered the following resolution:

Resolved, if the Board of Aldermen concur, that his Honor the Mayor be requested to transmit to the Canal Board, through the Comptroller of this State, copies of the following resolutions:

Whereas the prosperity of this city is derived exclusively from its advantageous situation as a great commercial mart, forming by its proximity to the ocean, its navigable rivers running far into the land, and by the Erie Canal, the most important link in the chain which connects our coasting and foreign trade with the growing commerce of the lakes:

And whereas the most persevering and sagacious efforts are continually made under the impulse of the enlightened Councils of neighboring States to divert from the city of New York the advantages resulting from her intimate and ready intercourse with the fertile and productive regions of the West—and since it has become manifest that our maritime and commercial superiority so far as they depend upon our inland trade, can be best preserved by decisive measures founded upon an enlightened and liberal policy; and as the facility and cheapness of the transportation of passengers and merchandize is the great point to be gained, and upon which the ultimate direction of the largest portion of the trade of the lakes must depend:

And whereas the line of Rail-Road from Boston to Albany is intended to divert a portion of our trade to Boston—Therefore be it resolved, that this Common Council regard with unqualified approbation, the design of the Act of the Legislature of May 11, 1835, authorizing the enlargement and improvement of the Erie Canal, and the doubling of its locks, the final determination upon which and in relation to its dimensions is left to the judgment and discretion of the Canal board.

Resolved, That the said enlargement should be projected upon a scale which shall only be restricted in its extent by the ability to combine in the construction of Canal Boats, the greatest amount of transportation with the greatest facility and despatch of business.

Resolved, That unless there are strong objections to the employment on the canal of the largest size of boats arising out of the increased difficulty of their traction, the Common Council recommend that the canal be enlarged to 80 feet in width of water at the surface and 8 feet in depth, so as to carry boats of 120 tons burthen; and in relation to a measure so vitally important, the consideration of the amount of money the improvement may cost, should not be entertained, since if the canal is enlarged to the extent proposed, vessels will be built competent to the navigation of the Hudson, and which will discharge their cargoes in this port and harbor without incurring the expense and loss of time consequent upon unlading and transhipping their cargoes between Buffalo and New York.

Resolved, That copies of the following resolutions be transmitted to those gentlemen who shall belong to the next Legislature from the first Senatorial District.

Whereas, the Mayor, Aldermen and Commonalty of the city of New-York have not the right expressly given them by their charter or by law to loan money to incorporated companies, or to purchase their stock; but as it is expected that the

constituted authorities of the commercial emporium shall be vigilant in promoting the public interests, and shall afford such encouragement to great designs, having for their object the development of trade and industry as may be consistent with their appropriate duties and the limited nature of their powers, and as the construction of a rail road from New-York direct to Lake Erie is a measure which when completed will, together with the improvement of the Erie Canal, insure the absolute superiority of this city against all competition,

Therefore, be it Resolved, That this Common Council do regard the proposed New York and Erie Railroad as an undertaking of the highest importance to the prosperity of this City and District, as well as the sections of the State through which it is intended to pass, and they therefore respectfully request the representatives of the people in the Legislature from the First District, to use all their influence in promoting the completion of that work, either by inducing the State to become the proprietors thereof, or to loan to the Company the credit of the State to such reasonable amount as the said Company may be able to assure the ultimate payment of by the most satisfactory security.

Ald. Van Schaick accompanied these resolutions with a few remarks on the importance of the object contemplated, and adverted to the efforts making by Pennsylvania and the Canadas to draw off our trade; and directed the attention of the Board to the contemplated railroad from New-York to Albany, on which alone New-York can depend to prevent the Albany and Boston railroad from carrying off our winter trade. He read some resolutions lately passed at Rochester, on the subject of widening the Erie Canal, and doubling its locks; and also, resolutions passed at Faneuil Hall, in Boston, in favor of a railroad thither from Albany.

The resolutions were laid on the table and ordered to be printed.

RAILROAD BARS.—We find in the London Mechanics' Magazine, the following remarks in relation to a mode of avoiding the jar which occurs in passing over the pedestals, or supports, of the rail.

RAILROAD BARS.—Sir: I have not hitherto directed particular attention to railroads, but as I read Mr. Daglish's letter of the 26th May, an idea occurred to me, which I am induced to offer, through your columns, to the consideration of those connected with great undertakings of that kind. I will put my idea as a question:—Is it not possible to produce a railroad with uniform elasticity, or, at least, so nearly so as to avoid the inconvenient and injurious jar experienced while the wheels of a carriage are passing over the pedestals and joints?

To effect this, I propose that the ends where the different portions of the rails meet should have corresponding notches to admit keys, for the purpose of keeping all fair at top. These keys might be extended to the rails on both sides of the road, to keep them parallel and at a uniform distance. The vertical joints where the ends of rails meet to be open, to allow for expansion; and for the same reason also, the vertical joints at the sides of the keys. Horizontally the keys to be as tight as possible in the rails. The rails are to be kept in their vertical position by the mortices in the chairs, and to be fastened down to them by the keys. Each portion of the rails is not to rest on the bottom of the mortices in the chairs, but upon a transverse bar or bars, whose strength and bearing are to be precisely that which will produce the same degree of elasticity as that of the rails, that is, if the wheels of a waggon were passing immediately over these bars, or the keys in the joints of the rails, there would be no more tendency to jar than if they were rolling on the rails in the middle between any of the supports.

This idea may be applied to a great many, or all the variety of forms for the rails; but I think with Mr. Daglish, that the rails, from their upper to their under surface, ought to be as little as possible. And, indeed, to produce steadiness in motion, the centre of gravity of a train of carriages, and the goods they contain, cannot be kept too low.

I am, sir, your obedient servant,

JOSEPH JOPLING.

31, Somerset-street, July 11, 1835.

THE LEXINGTON.—We observe in the London Mechanics' Magazine for August, an account, by "an American," of the *Steamboat Lexington*, which was constructed for, and under the direction of, Capt. VANDERBUILT of this city, rating her at 20 miles per hour, and calling her "the fastest vessel in the world."

This communication called out several others in reply, from which we select the two following, and would ask from Capt. Vanderbuilt, or some one else, a drawing, and such a description as will put the matter at rest, to the satisfaction and credit of all concerned.

Extract from a communication in the London Mechanics' Magazine, signed "James Barstow."

THE AMERICAN "FASTEST VESSEL IN THE WORLD."—Sir: As the account sent you by "an American," of the Steamboat Lexington, and inserted in your journal of Saturday last, does not explain with sufficient clearness the peculiar mode of construction by which she has been enabled to accomplish a degree of speed, hitherto quite unrivalled, and by many deemed utterly unattainable, your readers may be, perhaps, pleased to receive from another American some further particulars on the subject. I have not myself seen the Lexington, but my information respecting her is from a good source.

THE AMERICAN "FASTEST SHIP IN THE WORLD."—Sir: I have read an extract from an American paper, in your last Number, p. 384, giving an account of the trial of the Lexington steamer. I do not quite understand the construction of her deck; and should be glad to receive further information by a sketch in your Magazine. Neither do I comprehend how she could move at the rate of 20 miles an hour, seeing the greatest velocity of her paddle-wheels is but 19.7064 per hour. Perhaps your printer made the error, in stating the diameter of the wheel at 24 feet; surely it should have been 34 or 42 feet: it is in vain to expect an engine with a stroke of 11 feet to make more than 23 per minute; indeed, this speed for the piston is greater by far than is usual in England; so that the speed of the vessel must be attained by increasing the diameter of the wheel.

Under this idea, I do hope your correspondent will write for a more detailed account of the Lexington and her engines, for at present she looks a "trifle slanting-dicular." At the same time, I am ready to acquit your correspondent of any personal intention of misleading your readers.

I am, Sir, yours truly,

W. THOROLD.

Norwich, August, 22, 1835.

Sir: Having read in your valuable journal for August 15th, an account of the "fastest boat in the world," I was induced to look minutely into the description given; and upon comparing the diameter of the wheel with the number of strokes mentioned, I find that the speed of the boat (which is stated to be twenty miles per hour) is two miles an hour faster than the motion of the periphery of the wheel!

Now, Mr. Editor, I take upon myself to say, that no steamer in this country has approached, within some miles, the speed of the diameter of the wheels. The "Diamond," "City of Canterbury," and "Star," now running in the Thames, are no doubt the three fastest boats in Europe; the speed of these boats, is as near as possible, thirteen geographical miles per hour, during which time the periphery of the paddle-wheels moved seventeen miles, travelling four miles per hour faster than the vessel.

Now in the description of the "fastest boat in the world," the diameter of the wheel is given at twenty-four feet, and the speed twenty-one to twenty-three strokes per minute; I have taken the mean of twenty-two strokes per minute; this gives, for the speed of the wheels, eighteen miles per hour, and deducting four miles, as is the case with the three boats before mentioned, will leave fourteen miles per hour; but I wil not allow the Americans even this speed, for two reasons; first, it will be observed that I have founded my previous observations upon three of the fastest, as well, perhaps, as the best boats in this country, both as regards engines and construction, which is the reason that the speed of these boats approaches so near the speed of the wheels; for if the average of thirty boats on the Thames be taken, we shall find that the wheels are often going fifteen miles an hour, while the boats are going only ten miles. Again, the lumber, which is used in American boats, and called steam engines, can never be compared with the engines as now manufactured by our first-rate makers, either for lightness, safety, or effective force. Taking all these facts into consideration—facts which are well known to scientific men in this country—I think we may allow the American boats a speed approaching thirteen miles an hour, and not more; and this speed is not produced by the eleven-feet stroke or the arched deck and beams, but from the simple fact of her enormous length, as compared with her beams. Vessels of this class may do very well for the large rivers of America, but never would do for sea service, or for the rivers of this country.

As I find in your last number, *another American* has been giving his countrymen a fillip, by endeavoring "to explain more clearly than your former correspondent has done, why this boat has attained this wonderful speed," but which explanation only shows the manner in which she is trussed longitudinally; perhaps he will now have the goodness to explain, why in America steam ships go *faster than their wheels*, while in all other countries they generally go from one third to one fouth slower.

I am, Mr. Editor,

Your obedient servant,

FANQUI.

LIVERPOOL AND MANCHESTER RAILWAY—*Seventh Half-Yearly Meeting.*—The Directors reported a continued increase in the traffic, as compared with the corresponding six months of last year. The receipts of the half year ending 30th of June, amounted to 99,474*l.* 16*s.* 6*d.*, and the expenses to 61,814*l.* 6*s.* 1*d.*, leaving a net profit for six months of 37,660*l.* 9*s.* 10*d.* A dividend of 4*l.* 10*s.* per share (for the half year) was resolved upon. The shares are now quoted at 200*l.*

To the Editor of the Railroad Journal:

I perceive, sir, in your Journal of the 3d inst., a reference to an improvement made by *Mr. Force*, of Baltimore, in the construction of "Railroad Axles."

If I understand your description of it, the axle can be repaired when the journals become worn, without removing the wheels, and without putting the journal into the fire. If this can be done, a very considerable expense will be saved to a company which has many cars and carriages in use—but there is some doubt in my mind as to the feasibility of effecting such repairs in the manner proposed; and I would call to it the attention of practical men.

Yours, truly,

A STOCKHOLDER.

We shall endeavor to satisfy, not only "*A Stockholder*," but many stockholders, of the facility with which the journals of axles may be repaired in the manner proposed.—[ED. R. R. J.]

THE BRISTOL AND GLOUCESTERSHIRE RAILWAY (from Bristol to the great Westerleigh coal-field) was opened on the 6th inst. It is 9 miles long; and the cuttings and embankments are supposed to be greater than on any railway of similar extent which has yet been formed. There is a tunnel (under Staple Hill) 1,540 feet long, 12 wide, and 16½ feet high; it is in a straight line, 3 shafts by which the excavations were carried on being left open to admit light. One of the embankments is 56 feet in height. The capital expended on the undertaking is about 77,000*l*. The Act was obtained in June, 1828, and the works were commenced in June, 1829. Mr. Townsend is the engineer.

THE RAILROAD FROM BRUSSELS TO MALINES cost 1,224,100 francs, and produces immense profit to the Belgian Government, which established it. The receipts from the 17th of May to the 1st of July last, were 106,802 francs, paid by 163,482 passengers. The distance is 4 leagues, and the journey is made in 35 minutes.—[Paris Advertiser.]

STEAM CARRIAGES ON COMMON ROADS.—Mr. WALTER HANCOCK performed a journey of 75 miles, from London to Marlborough, in his steam carriage, the *Erin*,—originally called and described in this journal as the "*Era*." The time occupied was about twelve hours, seven and a half of which was running time, as will be seen by the following account:—

JOURNEY FROM LONDON TO MARLBOROUGH IN MR. WALTER HANCOCK'S STEAM CARRIAGE, THE "ERIN."—Sir: The "Erin" steam carriage, which was built by Mr. W. Hancock to run on the Paddington road, and originally called the "Era," (described in your journal, No. 585) started from Stratford on Tuesday morning last, at half-past four, for Marlborough, with a party of gentlemen. Mr. Hancock had attached a small tender to the carriage, containing coke and water sufficint to have lasted us to Reading; but the bar of wood, through which the bolts ran that fixed the tender to the carriage, gave way in Cheapside, and we were obliged to leave the tender behind us.

The carriage reached Hyde Park corner by six o'clock, where we remained about half an hour to take in some of our party, and proceeded on to Reading, which we reached at 11 minutes past 11 o'clock. The company stopped there an hour and a half and dined; after which the journey was resumed.

The carriage reached Marlborough by half-past 6 o'clock, with no other accident than the breaking of one of the bands of the blower. The total time on the road was a minute or two short of 12 hours, of which 4½ were occupied in stoppages, leaving 7½ hours for travelling the 75, being at the rate of just 10 miles an hour.

No one who has not travelled by steam carriages can imagine the inconvenience and delay which results from the want of regular and ample supplies of water; the carriage having to stop from 14 to 18 minutes every 10 or 12 miles to fill the tanks by hand-buckets from pumps, with sometimes the additional inconvenience of having to take the supply from some neighboring stream or pond. While the carriage is stationary, the fire slackens in consequence of the blower being stopped, and it requires about two miles running to get it again into full play. By observations which I made on the road while timing the carriage, I found that the rate of the first three miles, after taking in water, averaged 7½ minutes a mile, whilst the latter part of the distance, till the carriage again stopped for water, averaged one mile in five minutes. Frequently the men were obliged to use any kind of water they could get; some being filled with duck-weed, straw, and filth of every description, which, of course, very much retarded the generation of steam. The inconveniences arose in the present case chiefly from the loss of our tender, which would have carried us to Reading without any stoppage.

All these delays would, of course, not happen, if water stations, having tanks with large hose, which might fill the carriage in a minute, were provided. There is no doubt, that had such arrangements been made for supplying the "Erin" on the present journey, it would have performed it, including stoppages, in 6 hours; though the carriage was not built, I am informed, nor intended for long journeys, but for such short distances as between London and Paddington.

Mr. Hancock started from Marlborough to return to London on Friday at half-past five. The carriage accomplished the ascent of Marlborough hill—the steepest acclivity on the Bristol road, being full one mile long, and having a rise of about 1 in 7, in 6 minutes, with a stoppage of 4 minutes. The "Erin" reached Reading by 10, and stayed 1½ hour for breakfast. After running through the town we continued our journey, and reached London by half-past five, being again 12 hours on the road, and having lost nearly about the same time in stoppages as on our journey down.

Our reception on the road was very cordial; there was scarcely any manifestation of bad feeling throughout the journey; indeed, wherever we stopped to take in water, we had every assistance given us by the bystanders. We were particularly well received at Marlborough, where we stayed two days. The carriage made a trip through the town each day; and Mr. Hancock astonished the inhabitants by the easy manner in which he could turn, stop, or back his carriage. Two gentlemen of Marlborough most hospitably entertained the steam travellers whilst they remained in that town.

Subjoined, I give a table of the performances of the steam carriage taken from the notes of the gentlemen who timed th carriage.

And remain, yours truly, R.

London, August 10, 1835.

MESSRS. MAUDSLEY AND FIELD performed the same distance in five hours 49½ minutes, running time.

JOURNEY FROM LONDON TO MARLBOROUGH BY MESSRS. MAUDSLEY AND FIELD'S STEAM CARRIAGE.—The journey from London to Marlborough has been also recently performed by the steam carriage constructed by Messrs. Maudsley and Field for Sir Charles Dance, Mr. Macneil, and other gentlemen. We extract the following statement of its performances from a letter of Mr. Macneil to the newspapers. It will be seen that the rate of speed realized was nearly the same as in the case of Mr. Hancock's "Erin;" but the time occupied in stoppages was less, owing, no doubt, to better arrangements having been made for the supply of water:—

"Time on the road in going down	8	10	30
Deduct stoppages - - - - - - -	2	21	4
Total time while moving - - -	5	49	26

Which gives about 12·86 miles per hour whilst running.

Time returning - - - - - - -	11	22	0
Deduct stoppages - - - - - -	4	2	0
Total time moving - - - - - -	7	20	0

Which is rather more than 10 miles per hour whilst running."

[From the London Mechanics' Magazine.]

MR. GALT'S SUBSTITUTE FOR STEAM POWER.—The following is an extract of a letter addressed by Mr. Galt, the celebrated novelist, to the Greenock Advertiser:—

"The fatal explosion of the Earl Grey steamer has induced me to try if the principle of my pressure-syphon could be applied to propel vessels; and the result has been so perfectly satisfactory, that I find myself actuated by humanity to make it public, that others may test the experiment, the simplicity of which is not the least of its merits.

"Take a cylinder, and subjoin to the bottom of it, in communication, a pipe—fill the pipe and the cylinder with water—in the cylinder place a piston, as in that of the steam engine—and then with a Bramah's press, and a simple, obvious contrivance, which the process will suggest, force the water up the pipe, the pressure of which will raise the piston. This is the demonstration of the first motion.

"Second—when the piston is raised, open a cock to discharge the water and the piston will descend. This is the demonstration of the second motion, and is as complete as the motion of the piston in the cylinder of the steam engine; and a power as effectual as steam is obtained without risk of explosion, without the cost of fuel, capable of being applied to any purpose in which steam is used, and to an immeasurable extent.

"The preservation of the water may in some cases be useful, and this may be done by a simple contrivance, viz. by making the cock discharge into a conductor, by which the water may be conveyed back at every stroke of the piston to the pipe, at the end of which the Bramah's press acts.

"My condition does not allow me to do more than to solicit that the experiment may be tested. Although no mechanic, I yet believe myself mechanician enough to see the application of the principle."

GREAT RAILROAD MEETING IN BOSTON.—On Wednesday evening a large public meeting was held at *Faneuil Hall*, to concert measures for the completion of the great Western Railroad to Albany.

The meeting was very large. Mr. *Abbott Lawrence* was in the chair, and *T. B. Curtiss*, and *S. B. Higginson* were the Secretaries.

Delegates from Albany were in attendance.

A Committee appointed at a previous meeting made a long report, from which we annex an extract, explanatory of the objects in view.

The Railroad proposed to be constructed under this charter extends from the Boston and Worcester Railroad to the border of the State of New York. To complete the line from that point to the Hudson river, two railroads have been incorporated by the Legislature of New York, one leading from the line of the State to the city of Hudson, and the other leading from the same point to Greenbush, on the bank of the Hudson river, opposite to the city of Albany. The stock in both these corporations have been taken up by citizens of the State of New Yotk, and the routes have been surveyed. On one of them the work is now in actual progress, and on the other it will soon be commenced. In addition to these two Railroads, which may be considered as branches of the Massachusetts Western Railroad, a third is proposed, leading from the same point at West Stockbridge to the city of Troy. Public notice has been given, that application will be made to the Legislature of New York, at its next session, for the incorporation of a company for this purpose, with a capital of $600,000.

The line of communication, therefore, proposed to be established, and which will be completed by the construction of the Western Railroad, will lead from Boston, through the whole length of this State, passing through its centre, and through the centre of three western counties to the Hudson river, where it will unite, at two or three points, near the great channels of communication already established, leading to the St. Lawrence on the North, to the great Lakes in the West, and to the city of New York in the South.

The report concluded with the following resolutions, which were unanimously adopted.

Resolved, That in the opinion of this Meeting, a Railroad, leading from this city through the centre of the Commonwealth to the Hudson River, will be of great public utility, by affording an easy and rapid communication, and thereby establishing a more intimate personal and commercial intercourse, between Boston and the Western parts of the State, and also between Massachusetts and New-York and the Western States.

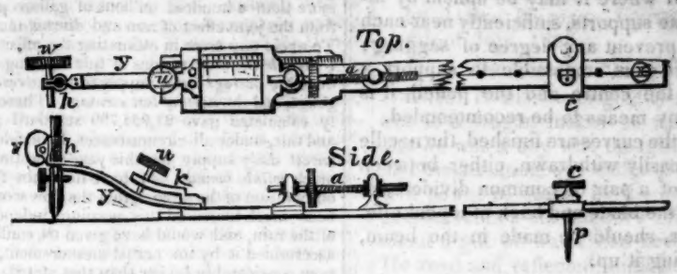
Resolved, That in the opinion of this Meeting, the prosperity of this City will be particularly promoted by the great public improvement now proposed, by the increase of its trade and population, and a proportionate advance in the value of property therein.

Resolved, That in the opinion of this Meeting, the work now proposed will not only be beneficial to the public, but productive of a profit to the proprietors, affording an adequate remuneration for the heavy capital which will be necessarily invested in it.

Resolved, That such is the magnitude of this undertaking, that it is necessary for its accomplishment, to rely on the aid of an enlightened public spirit; and that consequently, however strong may be the assurance that the profits resulting from it will afford an adequate return for the capital invested therein; those citizens who shall subscribe for the Stock, with the laudable purpose of raising a sufficient fund for the prosecution of the work, and of thereby promoting the important benefits which will result from it, will be entitled to the thanks of the community, as pulic benefactors.

Resolved, That Committees be appointed of six persons for the City at large, three for each ward, for South-Boston, and for the towns of Charlestown, Lynn, Cambridge and Roxbury, to solicit, in concurrence with the persons named in the Act establishing the Western Railroad Corporation, subscriptions to the Capital Stock of the same, and to return the subscriptions so obtained, to the persons entrusted by the said Act with the charge of the same.

TRAUTWINE'S BEAM COMPASS.



[From the Journal of the Franklin Institute.]

Description of a Beam Compass, contrived by JOHN C. TRAUTWINE, *of Philadelphia, Architect and Engineer.*

TO THE COMMITTEE ON PUBLICATIONS.

Having recently had occasion to draw several maps of railroad surveys, on a large scale, I was at a loss for a beam compass, of a length sufficient for striking the curves, and, in consequence, contrived, for that purpose, the one here described.

Finding it to answer in a very satisfactory manner, and thinking it might, in the absence of a better, be useful to others, I submit it for insertion in the Journal, provided it be considered of sufficient utility.

The instrument consists of a strip of brass, (mine is three and a half feet long, half inch wide, by one-twelfth inch thick,) having its edges rounded, to prevent its catching in any inequalities in the paper, and being divided and numbered into feet and inches, or in any manner that may be preferred.

Precisely in the centre line of the strip, and at each point of division, is carefully drilled a very small circular hole, entirely through the brass, and barely large enough to admit the finest sewing needle. Pains must be taken to drill these holes *precisely vertical.*

At that end of the beam where the numbering of the divisions commences, is a sliding vernier, by which the divisions may be subdivided into hundreths of an inch. This slide is moved along the end of the beam, by means of the screw, *a*, and is furnished with a holder, *h*, into which a pencil, or drawing pen, may be inserted. It has also a screw, *u*, which, by operating on the stiff piece of brass, *k*, above, and the elastic piece, *y*, below, forces the pencil, with any required degree of pressure, against the drawing. The lower piece, *y*, is elastic, that it may, by yielding, allow the pencil to play over any roughness, or knots, that the paper may contain; and is very essential to the drawing of a clear, unbroken line. *c* is a sliding piece of brass, with a point, *p*, and a semicircular hole, *o*, on top, (for seeing the dimensions on the beam.) It will often be found useful for ascertaining the centre of a circle by trial, when it is inconvenient to do so by calculation.

As the size and proportion of the parts of the slide, (particularly of the spring and pen,) are of great importance, and mine are the result of several trials, I have represented them at one-quarter the full size, to enable others to make them with certainty at the first attempt.

The drawing ink should be perfectly clean and free from dust, and of a certain degree of fluidity, which a few trials will point out.

The paper should be brushed with a clean handkerchief, to remove dust, before beginning to draw the curves.

The dimensions above stated I consider sufficient for beams six feet long, which gives a diameter of twelve feet, a size which is very rarely exceeded in neat finished drawings on paper.

For radii less than three feet in length, both the breadth and thickness of the strip may be reduced.

To use the instrument, having first found the centre from which the curve is to be described, drive a fine needle firmly and vertically into it; and over the needle, place that division hole of the beam which more nearly corresponds with the required radius; after which, bring the pencil *precisely* to the point of beginning of the curve, by means of the screw, *a*; and after giving it a proper degree of pressure on the paper, by turning the screw, *u*, describe the curve by merely pushing the beam over the paper, without any other vertical pressure than what arises from its own weight. When one line is drawn, and the pencil is to be taken back, to commence another, it may be raised from the paper, either by unscrewing *u* a little, or by slightly lifting the whole slide. It will not be necessary to lift the beam off the needle, for the purpose of altering the position of the pencil, for drawing concentric curves, whose difference of radii does not exceed the play of the slide, as that may be done much more readily by the screw, *a*.

In this manner, any number of curves may be described from one point, without the least enlargement of the centre hole in the paper; a defect to which all other beam compasses I have ever seen, are liable. This is subject to so little spring, or irregularities of any kind, that I have, in the width of *one inch*, described *one hundred* concentric curves, *of seven feet diameter*, precisely equidistant, with as much neatness, accuracy, and clearness, as I could have drawn the same number of small ones, with a pair of common six inch dividers.

The instrument is peculiarly adapted to cases where the centre is on the same plane as the drawing, and where the beam

will be supported throughout its entire length, or where it may be upheld by intermediate supports, sufficiently near each other to prevent any degree of sagging; but where it is impossible to support it between the centre and the pencil, it is not by any means to be recommended.

When the curves are finished, the needle may be easily withdrawn, either between the legs of a pair of common dividers, or between the blade and back of a penknife. A hole, *x*, should be made in the beam, for hanging it up.

These beams are kept ready made, for sale, by Mr. William J. Young, mathematical instrument maker, of this city.

CROTON RIVER.—We perceive by a statement in the Daily Advertiser, that the Water Commissioners have requested Mr. Douglass, Chief Engineer of the New-York Water Works, to make a gauge of Croton River in its present state, which has been done accordingly. The result is communicated to the Chairman of the Commissioners, Hon. Stephen Allen, in the following terms:

SING SING, 6th October, 1835.

Dear Sir:—It being a rainy day, I have completed my calculations relative to the supply of water in the Croton, and lose no time in sending you the result.

The gauging was performed yesterday (Monday) morning, before the flow had been increased by the working of the Mills above, and probably exhibited the very lowest rate of discharge which has been experienced this season, in consequence of the water having been generally shut back in the ponds during Sunday.

I confess I was somewhat alarmed by the appearance of the stream—it was drawn into so *narrow* a channel, leaving wide margins of its slimy bed, which had rarely, if ever, been uncovered before, and which had evidently been under water the day previous, now *uncovered*—and the stake which I had driven at the former gauging, standing high and dry at a considerable distance from the water's edge. I proceeded with my work, however, and gauged the water, even in this reduced state, with extreme care, and found the result as follows:—

Section of water equal 40 1-2 square feet.

Mean velocity per second 97-100ths of a foot.

Giving for the discharge per second 39 28-100ths cubic feet.

And per day 3,393,792 *cubic feet.*

Which is equal to 21,133,324 standard gallons.

The gauging was performed near Pine's Bridge, and of course did not include Flewwelling's Mill Streams, and several other runs which were found unfailing, and which discharge their waters above the dam. The first mentioned, being the most considerable, were gauged, (two of them,) and found to yield jointly 744,326 gallons, which being added to the preceding result, gives an aggregate of 21,877,650 gallons*—the smaller runs referred to not being included.

I thought it desirable to obtain this result, as being the minimum flow under the most *unfavorable* circumstances; it evidently ought not, however, to be considered as the discharge of any one entire day. The waters had been stopped back on the Saturday night previous, and the stream at the instant of gauging, appeared to be under the full effective influence of this stoppage—probably a few hours would again restore it to its customary height. To verify this fact, one of the party was left behind for the purpose of taking the height of water, by a certain mark, frequently during the next following 24 hours, and the following were the results: at 5 P. M. of the same day, the water had risen 1 7-8 inches, at 9 in the evening *no further change* either way; during the night a storm commenced and continued raining in the morning, so that the rise of water was considerably influenced thereby.—The measurement at 7 A. M. on this morning, for instance, gave a rise of 4 3-8 inches, and at 10 a rise of 7 7-8 inches above the level at the hour of gauging—and there now is, therefore, probably more than a hundred millions of gallons running, from the joint effect of rain and *diurnal* increase.—To avoid any error in estimating the effect of *rain*, I *exclude* the observations of this morning, and deduce my *average daily* supply from the *result of the gauge*, and the *notes of last evening*. These carefully calculated gave 27,954,790 standard gallons; and this, under all circumstances, I consider as the *lowest daily* supply for this year—certainly very much *within bounds*, as I have no doubt from my observation of the stream, that the flow would have been much increased this morning, independently of the rain, and would have given us, could I have ascertained it by an actual measurement, an average considerably higher than that stated.

Having thus deduced what may be considered as the minimum rate of flow at *any one time*, and the minimum *daily supply*, I will just add in connexion, a remark upon the general average of supply, *during the dorught*, for this is the real question of interest in relation to the supply of the city

On the seventeenth of August I gauged as heretofore reported, and found between 43 and 44 millions of (wine) gallons flowing. I have since repeated the calculation of my notes with greater care, and find the quantity in standard gallons equal to 39,601,266—from that time to the date of the recent gauging, the river has been falling regularly,—but as it fell towards the last more slowly than at first, and that we may run no risk of *over* estimating, I give *twice* the value in averaging, to the *low* result, that I do to the *high one*, and upon this principle I find the daily discharge for the time mentioned (49 days) equal to 31,836,948 standard gallons.

One other remark—Our Croton reservoir will be 400 acres in extent, and will contain therefore, about 100,000,000 of gallons to each foot of depth at the surface. The disposition of the works at the head gate, will be such as to admit of drawing this *down* if necessary, say 3 1-2 feet (350,000,000) with a residue of *held still* sufficient for the full supply of the conduit—we shall thus have a disposable surplus, for occasions of drought, sufficient, after deducting an ample allowance for evaporation, to afford 5,600,000 gallons per diem for fifty years, and this being added to the preceding average for that time, gives an available aggregate of 37,436,948 gallons per diem.

All these calculations, it will be recollected, are founded upon actual ascertained results, during a season of unparalleled drought—on this point there is no difference of opinion. The counties of Westchester and Putnam, furnish incontestible proof of it, in the multitude of streams and springs every where noticed as having failed this year, which have never been known to fail before; and the Croton itself, according to the concurrent testimony of the inhabitants, has been at the same time *lower* and low for a longer period than is remembered on any former occasion. A result, therefore, obtained under these circumstances may de deemed certain, and should, I think, put the question of supply enterely at rest.

I should not omit to mention that I gauged the water on the same day at the wire factory below Garrittson's Mill, and found it to agree very nearly with the gauging *above*, the pond having been drawn down (evening) and the head gates drawn clear of the water,—the difference was only about about 200,000 gallons. This gauge, however, was less likely to be accurate than that at Pine's bridge, as there was a considerable stream wasting through the dam, which it was difficult to measure accurately, on account of its spreading among the stones. I shall continue to keep an eye upon this subject, should anything further occur worthy of notice.

I remain, yours very truly,

D. B. DOUGLASS.

Chief Engineer N. Y. Water Works.

Stephen Allen, Esq. Chairman, &c.

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* This quantity estimated in Ale gallons is 21,210,433.

And in common wine gallons, 26,266,904.

[*From the Albany Argus, extra.*]

ALBANY.

The following communication, exhibiting the actual condition of our city, its prospects and advantages, is from a source, it will be perceived, that entitles its statements to entire credit. We lay it before our readers with the more pleasure, as the present indications point not only to the continued prosperity of the city, but to the prevalence of a spirit among us that must lead to a far higher appreciation of the advantages of this most favored location for all the purposes of extensive business and profitable adventure. The growth of Albany has been steady, and in all respects substantial. At the head of one of the most noble rivers in America—at the confluence of the river, and a chain of internal communication, stretching west from the Hudson to the Mississippi, and north to the St. St. Lawrence—the recipient of the products, not only of our own west, with its abundance and fertility, but of all the extended and rapidly improving country, bordering upon and lying between the two great points referred to,—its destiny cannot be mistaken. It must become one of the largest of the cities of the Union. This result will be facilitated by the measures now in progress for opening a direct communication, via Stockbridge and Worcester, to Boston; and particularly by the fresh spirit and energy with which our citizens have entered into that and other improvements.

This communication, which we conceive to be of sufficient value to issue in this form, is intended to be addressed to such persons in the New-England States especially, as will be likely, from their character, standing and relative situation, to view the matter with interest, and give it circulation among those for whose information it is designed.

SIR—With a view of inducing men of capital and industrious mechanics contemplating to remove from your neighbourhood to this or the western states, to establish themselves in this city, we take the liberty of presenting to you the following statement, with the request that you will give it a general circulation.

ALBANY, the capital of the State of NEW-YORK, is near the head of navigation on the Hudson River, where the great western and northern canals terminate. Its happy position, at a point where a river navigable to the ocean, and one of the finest in the world, meets the great inland communications with the northern and western lakes, ensures its advancement, and that at no distant period, to the very first rank among the inland cities of this country. Since the completion of the Erie and Champlain canals, its progress in population and business has been almost unexampled.

In 1820, the number of inhabitants was 12,630. In 1830, 24,209, being an increase of 92 per cent in ten years. No census has been taken since 1830, but one is now in progress, and will shortly be completed. No doubt is entertained, from the increase of business in the city, that it will show a very great increase of population over that of 1830.

The following table shows the increase in the amount of produce and merchandize arriving at Albany, by way of the Canal in two years from 1832 to 1834:

COMPARATIVE TABLE FOR THE YEARS

		1832.	1834.
Domestic spirits,	bls.	21,285	20,839
"	hhds.	1,274	
Boards and scantling,	feet,	36,020,594	62,103,000
Shingles,	M.		22,643
Timber,	feet,	55,569	104,145
Flour,	bls.	422,695	795,182
Provisions	"	21,274	20,864
Salt,	bush.	23,117	19,070
Ashes,	bls.	19,091	16,494
Wood,	cords,	15,224	17,685
Wheat,	bush,	145,960	233,574
Coarse grain,	"	208,943	490,880
No. of boats arr'd and cleared,		14,300	18,554
No. of tons,		109,300	146,800

It appears from the above table that the increase n favor of 1834 over 1832 on the three greatest articles of merchandize, viz: lumber in its various shapes, flour and grain, is from 70 to 100 per cent. and a continued increase will no doubt go on.—The lumber trade alone at this city, is already immense, it being one of the best lumber markets in the union, and promises to continue so for a long time to come.

The following is a complete return of the different articles arriving at Albany by way of the canal during the year 1834.

1834.

[*Complete return of articles, under the new order.*]

Domestic spirits, brls.		20,839
Boards and scantling, feet		62,103,000
Shingles, M.		22,643
Timber, feet		104,145
Staves,		56,438,000
Flour	brls,	795,182

Provisions,	"	20,864
Salt,	"	10,070
Ashes,	"	16,944
Lime,	"	455,810
Beer,	"	293
Cider,	"	43
Dried fruit, lbs.		45,934
Apples, brls.		1,241
Wood, cords		17,685
Wheat,	bush.	233,574
Coarse grain,	"	490,880
Bran and ship stuffs,	"	273,191
Peas and beans,	"	13,137
Potatoes,	"	19,758
Clover and grass seed,	lbs.	790,454
Flax seed,	"	613,046
Wool,	"	591,760
Cotton,	"	22,412
Cheese,	"	1,553,304
Butter and lard,	"	1,826,341
Hops,	"	247,165

(Circular.)

Hemp,	"	57,581
Tobacco,	"	447,349
Fur and peltry,	"	361,283
Stone,	"	4,111,323
Merchandize,	"	181,218
Furniture,	"	199,747
Clay,	"	4,256
Pig lead,	"	1,000
Pig Iron,	"	49,213
Iron ware,	"	377,922
Sundries,	"	8,129,695

There is no doubt that the business of this year will very greatly exceed that of the last. By returns from the collector's office at Albany, up to the 1st of August, (after which it will be recollected the great business season of the year is yet to come,) it appeared that the amount of many of the articles mentioned in the foregoing report which had then arrived, exceeded the entire quantity that arrived during the whole of last year.

The following is a statement of the canal tolls received by the collector at Albany, down to the 1st of September in 1834 and 1835:

To the 1st of September,	1834,	$124,262 49
" "	1835,	192,883 10

Being an increase of business by the way of the canal of 56 per cent. since last year. Besides this, a considerable quantity of produce is brought to Albany on the Mohawk and Hudson Railroad, which strikes the Erie canal at Schenectady—the amount being about 420 tons per week.

For the future, the prospects of Albany are still more encouraging. The Railroad from Schenectady to Utica is now constructing, and will be completed by next July or August; thus extending the railroad communication 100 miles west. Railroads are also constructing between Syracuse and Auburn and between Rochester and Batavia, which will so far complete the line of railroads to Buffalo, that it is easy to foresee that but a short time can elapse before a continuous line will be established to Lake Erie, thus making the spring and winter facilities of transportation nearly equal to those of the summer. A company is now engaged in making surveys for a railroad from Albany to Stockbridge in Massachusetts, which with the contemplated railroad from Stockbridge to connect with the Boston and Worcester railroad, will form a chain of railroad communication between Albany and Boston, which will be of great advantage to this city, especially in the winter; when the intercourse by water with New York is suspended.—When all these roads are completed, and there is no doubt they soon will be, and the links west of Utica, above referred to, filled up, there will be a line of railroad communication from Boston to Buffalo; from the Atlantic to the western lakes, of which Albany will be the business centre.

While private enterprise is doing so much to improve the communication with the west, the State government by a late law has authorised an enlargement of the Erie Canal and the construction of double locks, which it is supposed will have the effect to reduce the price of transportation 30 to 40 per cent., and greatly to augment it in quantity.

The present rate of toll on 1000 pounds of flour from Buffalo to Albany is $1 62 1-2. The reduction will bring it to less than one half the cost, for the same distance by any other route, and the valley of the Mohawk must continue to be, as it always has been, the natural and easiest channel of commerce with the west, and Albany the depot where the exchange takes place between the productions of the interior for those of the sea coast and of foreign countries. This exchange will be much facilitated by the improvement now making in the navigation of the Hudson, by the United States government. The removal of the bar, which is the object of this improvement, will, when completed, deepen the channel *to about twelve feet*, and will give to this place a West India trade, in which the productions of the islands, consumed in the west, will be exchanged for the produce brought down the canal, without being burdened by landing, storage and reshipment at New-York.

No doubt is entertained that the coasting and West India trade will be carried on to a very great extent in Albany, and with very great profit and success, so soon as the improvement in the river navigation is completed; and for the reason above given, no place in the country can, in many respects, be more advantageously situated for it. Indeed, the coasting trade carried on between this city and the seaport towns of New-England, is already very extensive. There are about twenty-five regular trading vessels between Albany and Boston only, which it is estimated by one of our most intelligent forwarding merchants bring to this place about 25,000 quintals codfish during the season, and about 25,000 barrels of mackerel, besides large quantities of merchandize which passes up the canal or stops for a market here, not less, probably, than 5000 tons. These vessels take from Albany to Boston, in return, about 75,000 barrels of flour per season, together with large quantities of timothy seed, peas, wool, &c. The indirect trade between Boston and Albany, which is transhipped at New-York, is also very extensive.

Besides the routes above mentioned, others are making to the north, all directly communicating with this city, and increasing its advantages. A railroad communication already exists between this place and Saratoga Springs, by way of the Mohawk and Hudson and Saratoga and Schenectady railroads. The railroad now about making from Saratoga Springs to Whitehall, will complete the route to Lake Champlain, and afford the same advantages for a trade with Canada in the fall and spring as are now given by means of the northern canal in the summer.

It necessarily results from the situation of Albany, and its easy means of communication with the surrounding country, that an immense travel centres at this city. Some idea may be formed of its extent when we state that it is estimated, and no doubt truly, that from 600,000 to 800,000 persons arrive at and depart from this city in the course of the year, by the several stage routes, railroads, steamboats and other vessels—and this number is yearly increasing, and no doubt six years will see it doubled.

In consequence of this city being a great depot for the produce of the north and west, raw materials for manufacture are obtained here at the cheapest rates and provisions are lower than in any of the Atlantic cities. The market is abundant at all seasons of the year, and is well supplied with all the necessaries and luxuries of life, at moderate prices.

Industrious mechanics, and all men of enterprise and character, cannot fail to prosper in Albany, as the means of living are cheap, and the market extensive—communicating with almost every section of the country, in the readiest manner. All will here find an almost certain reward for their exertions; almost every branch of mechanical labor is or may be carried on at this city to very great advantage, and no doubt with great success. Good water power exists in its vicinity for mills and manufactories, and a ready market can easily be found for all products of labor and skill. With the strong conviction that the interest of those who may come to take up their residence in our city will be promoted, as well as the prosperity of the city thereby increased, we hope that you will give circulation to this statement, among such as you may suppose wish to seek in this State additional encouragement for their enterprise and industry.—Respectfully, yours,

Erastus Corning,	Thos. W. Olcott,
John Townsend,	Jesse Buel,
Teunis Van Vechten,	Gideon Hawley,
Fr. Bloodgood,	H. Bleecker,
John Woodworth,	B. Knower,
S. Van Rensselaer, Jr.	Jas. Vanderpoel,
Augustus James,	Lewis Benedict,
Jas. Stevenson.	

An Address to the Mechanics of Easton, Pennsylvania, delivered at their request, by James Madison Porter, on the 4th of July, 1835.

(Concluded from Number 39.)

Oliver Evans was originally an apprentice to a wagon maker or wheelwright. But he was a boy who thought and read, and his attention was called to the expansive power of steam by the heating of a gun barrel in a blacksmith's fire, in which about a gill of water had been confined. He read and reflected, until he made as great an improvement in the use of steam, as perhaps any who preceded him.

As steam has been referred to, let us for a moment advert to the mighty engine it has become in the hands of men. Its expansive power was known to the ancients: "The elegant toys of Hiero—the beautiful experiments of Porta and Decaus—the modification of the Greek machine by the Italian Branca—the ingenious ideas of Hautefeuille, and their masterly extension and developement by Papin, contain all the rudiments required for a perfect machine, wanting only to be touched by the magic hand of some mechanical magician, to form a structure of surpassing ingenuity and semi-omnipotent power."

The total neglect with which these individual schemes were regarded, is not the least extraordinary circumstance in the history of the steam engine. And when the Marquis of Worcester, towards the close of the seventeenth century, made his first attempt, imperfect as it was—yet successful, in applying steam as a moving power, he was unable to interest the public in the matter, and it fell almost, if not entirely, into oblivion, until Captain Savery, thirty years afterwards, succeeded in combining a mechanism in which steam or elastic vapor was the motive power. Newcommen carried it somewhat farther. The improvement thence progressed, until the invention of Bolton and Watts, perfected, as was supposed, the system of condensation, so as to give the greatest possible power to a given quantity of steam generated. Our own Fulton adapted it in practice, the first successfully, to the propelling of boats, and, in the short period he lived thereafter, not less than fifteen steamboats were built and put in use, under his own direction. Suffice it to say, that it is now used as the motive power for almost every purpose. Steam has added to the productive faculties of Britain what would be equal to some hundreds of millions of operatives; and what has it not done for our own country, where the price of labor is higher than in foreign countries?

Steam and water, by the aid of improved machinery, are accomplishing wonders, and indeed it would seem that we knew not where the perfection of machinery will end. This much we do know, that we must keep pace with the improvements of the times. Who now would think of making cut nails with the hand-machine in use less than thirty years since? On a recent examination before the House of Commons in England, it

was testified, "A cotton manufacturer who left Manchester seven years since, would be driven out of the market by the men who are now living in it, provided his knowledge had not kept pace with those who have been, during that time, constantly profiting by the progressive improvements that have taken place in that period."

There is a very common error existing among those who have never reflected on the subject, that these improvements in the Mechanic Arts which have so increased and economized the products of labor, are prejudicial to individuals, by depriving them of work. All experience has shown that it is not the result. The reduction of price always increases the quantity sold in a corresponding degree, and thus the amount of labor which must be done by hand, is kept up, so as to give equal, if not increased employment to operatives. To give a familiar illustration:—Some years since all the floor boards used in our cities, were planed, tongued and grooved by hand; now they are principally, if not altogether, done by machinery. Sash, too, in all our large cities, until lately, were made entirely by hand; now they are made in many places by machinery. In both these items, the prices of the article have been reduced fifty to seventy-five per cent. Many carpenters were apprehensive that these things would ruin their business, and throw them out of employment. Has such been the result? On the contrary, has there not been an increased demand for carpenters in those very cities, from the fact that the diminished expense of building in consequence of these and other improvements by labor-saving machinery, has induced so many more persons to invest money in buildings? and has not the price of labor among carpenters been so enhanced, that many have gone from the country to the cities, induced by this advance in wages?

Now, believe me, such will ever be the case in every branch in mechanism and manufactures.

The invention of the spinning wheel undoubtedly threw hand spinners out of employment at hand spinning, but gave them increased employment at other branches, in consequence of the increased demand, from their reduced price, for the articles spun.

So, too, with power looms—so, too, with the carding machine—the cotton gin—the last of which actually doubled the value of the cotton lands to the planter; and who now never sees a pair of hand cards used, unless it be for some very special purpose.

All these things had the effect of changing the direction of labor, and yet no one will doubt but that they have all tended to advance the interests of the community at large; and it may be laid down as an axiom in political economy, that, whatever benefits the community at large, must eventually benefit all the members of that community.

The great object which I have had, in throwing together these desultory observations, has been to call your attention to the propriety, nay, necessity, of improving yourselves in your various callings and trades, by learning, in addition to the practice, the principles on which your work is done—in other words, to ask you to think, to reflect, to read and learn what others have done before you, and to add your own experience to the existing stock of knowledge.

The mechanics of our country, and I flatter not when I make the assertion, are as useful and valuable a class of citizens as our country contains. In general, they may be said to fill that happy medium position in society, in which neither overgrown wealth nor abject poverty is found. To this there may be, and are some exceptions, but not enough to operate against the truth of this, as a general assertion. The question you are asked to answer fairly, and truly, is, Have you availed yourselves of all the means placed within your reach, to increase your own resources, or to sustain in society, and in the government of the country, that station to which your numbers and moral standing entitle you? If you have not, to what is it attributable? Your good sense and your patriotism are sufficiently known. It was to the mechanics of our country—of Boston—that we are perhaps indebted for the final adoption of the present Constitution of the United States. They met at the Green Dragon in Boston, in January, 1788, and recommended to the Convention of Massachusetts the adoption of the Constitution. It was Paul Revere, a brass founder of Boston, who carried these resolutions to Samuel Adams, who presented them to the Convention; and they tended much to induce that body of men to decide in favor of the adoption of the Constitution. For the interesting circumstances which took place on that occasion, I beg leave to refer to a speech delivered by the great champion of our Constitution, Daniel Webster, at Pittsburg, two years ago this day.

On you, my friends, the preservation of that glorious Constitution, and the liberty we enjoy under it, may very much depend. What boots it that our fathers fought and toiled, and many of them fattened their native soil with their blood, if their descendants should not properly prize the blessings handed down by them? And how can we prize those blessings properly, if we will not use every means for increasing knowledge—intellectual light—among us? And why are you, mechanics, especially required to carry on this glorious work?—because, in doing so, you will be peculiarly advancing your own secular interests, whilst you will be better fitting yourselves to play your own parts, as constituent members of that government, a portion of whose sovereignty you are.

You have advantages, which, in early life, neither Rittenhouse, nor Oliver Evans, nor Fulton enjoyed. You have all the lights they have shed; and all the improvements by those who preceded and those who succeeded them, both in Europe and our own beloved land, are placed around and before you, and within your reach and power, to use and to improve, if you will.

It is astonishing the amount of information which one hour alone, out of the twenty-four, bestowed on the acquisition of useful knowledge, will bring forth. It is almost incredible, the amount of scientific works which a trifling contribution from each member of an association may bring together. There is no axiom truer than that "Time is Money"—nor than, that the heaviest taxes we pay, (as Dr. Franklin averred,) are those imposed upon us by our idleness, our pride, and our folly. The daily expense, which almost every one incurs, of a sixpence, for some matter of amusement or refreshment, which might just as well be dispensed with, would, if contributed by five hundred mechanics, and our town surely contains more than that number, produce over ten thousand dollars per annum. Yet such a tax imposed by government would be esteemed outrageously oppressive. One hour out of the twenty-four, now perhaps spent in conversation, perhaps in a beer house, or the bar room of a tavern, per chance, discussing politics, or the merits or demerits of some candidate for popular favor, in which neither side, in all probability, consults the best rules of courtesy, or the most conciliating means of persuasion, and each leaves his adversary just where he found him, or it may be yet more firmly wedded than ever to his own opinions—this hour per day, if spent in reading some improving work, or listening to a sound and sensible lecture on an interesting and appropriate topic, might enable you, in the course of a few years, to lay in a stock of valuable information, the benefit of which no one can calculate.

Can you, then, better close the labors of this grand Jubilee of Freedom, than in associating yourselves permanently together, as a Mechanics' Institute, and by your united efforts obtain a library suited to mechanical pursuits, and make provision for hearing, during a part of the year, letters from scientific men, on the various subjects connected with the sciences of Natural Philosophy and the Mechanic Arts?

The result will be that *reflection* will be induced. Your apprentices will be taught to *read* and *think*, and reading and thinking apprentices make intelligent journeymen, who in turn will make intelligent master workmen, fit to fill any station to which they may be called. An Athenæum or Reading Room is a much more fitting and improving school than some that are resorted to for spending evenings. This plan has generally been resorted to in our cities, with great approbation and unbroken success. And if the Mechanics' Celebration of Easton on the 4th of July, 1835, shall lead to a similar result here, then, indeed, may every citizen rejoice that it has been gotten up, and join in the aspiration that such an association may annually assemble on the anniversary of American Independence, and rationally celebrate the birth-day of Freedom, long as the sun holds his course, or the love of Liberty and Intelligence shall exist in the breasts of Americans.

AGRICULTURE, &c.

Great Importation of Improved Short-Horned Durhams.

The *Evening Star*, of Sept. 5th, gives the following description of eight splendid animals of the above breed, imported from England by the Agricultural Society of Ohio.

We had not the pleasure of seing these cattle, but have heard them spoken of as a very superior lot. It is gratifying to witness the efforts in different parts of the country, to improve the breed of domestic animals—much good must result from it.

The Short-Horned Durham Ox.—"Some superior specimens of this famous breed of English cattle, were imported a few days since in the ship Great Britain, Capt. French, from Liverpool—having been purchased for the Ohio Agricultural Society, whose enterprising exertions we have before had occasion to advert to. We believe the present are the finest samples ever brought to this country. They are eight in number, two year old and yearlings. The largest, which is a two year old white bull, is of Herculean size, but not on that account of gross or unwieldy shape, but of remarkable elegance and symmetry of proportions, both in the body, neck, head and limbs—presenting in fact a beautiful model or study for a painter like Wouermans, so famous for his cattle. He weighs 2500 lbs. and cost in England £200, making the whole expense of bringing him out about $1000.—What seems particularly to distinguish this breed of cattle, is the small elegant limbs, the robust muscular form of the neck, the fine contour of the head and face, and the short crumpled horn turned inward. The neck in this bull is of a depth fully equal to the length of the head, the small pointed nose forming with the forehead, throat and upper part of the neck, an isosceles triangle, of which the throat is the base line.—The two year old cow, which stood in the stall next to the large bull, was of white color, and nearly of the same size, also of elegant form. The yearlings, composed of both sexes, were full as large as some of our full grown cattle. The animals were fed on the passage on hay and oil cake, (made of ground flaxseed) and the sides of the stalls being cushioned, prevented any injury from the motion of the ship, from which in fact they scarcely felt any inconvenience, as they very prudently lay down during a gale.—The consequence is they have lost but very little flesh, and are in excellent health.—The English boy who had charge of them, came out expressly for that purpose.

Rice in Louisiana.—The annexed extract of a letter proves the productiveness of rice grown in our own state. The inducements it holds out to the planters to turn their atttention to it are tempting and should not be overlooked:

"In walking through the plantation of Dr. Y. M'Daniel, which lies on the west bank of the river Ponchotula, parish of Livingston, my attention was attracted by the enormous size of his rice. I was invited to walk in, and to my astonishment, upon an admeasurement of it, although it had not attained its full growth, it proved to be nine feet high, when cut off above the grain. Its produce was as follows: in one single stool was found 33 stalks, each stalk, on an average, produced 477 grains, which made the astonishing number of 15,741 grains, the product of one single grain of rice."

[From the Horticultural Register.]

On Heating Horticultural and other Buildings by Hot Water.

The way properly to approach this subject, is first to consider this scheme as compared with the former methods of heating such structures with flues, warm air and steam. The objections to the first, are the dry heat it occasions, owing to the hot air circulating through the flues having been in immediate contact with the fire, by which it is deprived of its moisture, partially decomposed or altered, and largely charged with carbonic acid gas; the heat of this air is probably 4 a 600 degrees, and should the fire by accident be made too large, or a leak occur in the flues, the plants are inevitably injured. Warm air is seldom used, but is open to the same objection. We have proved in four months' successive experiments for chemical purposes, that atmospheric air passing over ignited coal, becomes combined with a considerable quantity of carbonic acid gas, which is unfit for vegetation, and injurious to respiration.

The method of heating by circulating steam through pipes, is free from this objection, but the inconveniences are, that accident or negligence may over-load the safety-valve, and endanger the building; or what is the most serious objection, that the moment the fire gets so low as to cease driving the steam, the house becomes quickly cold, no heat being given off by the pipes.

To these objections the plan of heating by hot water inclosed in pipes is not liable; the surface by which the air of the building is warmed, scarcely ever attains 160 degrees of heat, (212 is boiling point) and it is almost impossible, if the proportions are originally properly calculated, to bring it to this point; consequently the plants can never be injured by overheat, and the atmosphere remains undeprived of its moisture, unaltered and uncontaminated. I have seen two adjoining green houses heated, for sake of experiment, by flue and hot water, the same species of plants being placed in each: after two months' operation, the difference in vigor of vegetation, in size and color of leaves, was beyond all conception strikingly in favor of the hot water. The thermometer was always much more steady, and the air never felt oppressive. In addition to this, if the boiler is properly constructed, so as to have a sufficient body of water heated, should the fire be let to go out, the water will take several hours to cool, and the pipes will continue to give off heat the whole time.

In fact, the superiority of this plan has been evident ever since its first application; but it has been several times in disrepute, owing to failures and accidents arising from a want of knowledge of first principles in those who have undertaken to construct the necessary apparatus, and in every one trying to start and drive a hot water system of his own, often opposed to these principles, and as often endeavoring to force them beyond their natural limits.

There are two extremes in the application of this system, the space between which has afforded extensive ground for experiments and plans. The first is the method of Perkins, who passes strong tubes of small diameter through the midst of the furnace, and thus heats the water to 4 a 600 degrees; these small tubes continue through the buildings, and give off a large quantity of heat; they take up little room, are easily concealed, and effectually warm the building. This is, therefore, very desirable, as long as the pipes remain sound; but should any accident produce a leak ever so small, the result might be a very dangerous explosion, notwithstanding the safety-valve.—It is idle to say that common care will prevent this; several explosions have already taken place—and although every precaution is taken at a powder magazine, yet no one prefers to reside near it.

The other extreme is not heating the water sufficiently to keep up a rapid circulation through the pipes. This often arises from a wrong construction of the pipes and boiler, as well as of the furnace. Heat cannot be economized beyond a certain degree; if every glowing coal is placed in contact with a body which abstracts its heat, it is impossible to keep up a fire, and unless sufficient heat escapes up the chimney to rarify the air there, no draft can be created, and the fire will not burn; therefore, much depends on the proper construction and proportions of the boilers and furnaces.—Again, hot water does not give off heat in proportion to its solid mass, but from its surface; therefore, the larger the surface is, compared with the solid contents of the pipes, the more rapid will be the circulation, as the heat is given off quicker, and in larger quantities; to this, however, there are limits in reason.

Attention to the proper levels is of main consequence in this system, as if any part of the pipe descends below the bottom of the boiler, the circulation is immediately arrested.

Kewley's method with a syphon inserted a few inches below the surface of the water in an open boiler, is an excellent way, where an unlimited quantity of heat is required, or where additional heat is wanted occasionally.

The Mathematical Instinct of Bees.—The operations of pure instinct have never been supposed by any one to result from reasoning; and certainly they do afford the most striking proofs of an intelligent cause, as well as of a unity of design, in the world. The work of bees is among the most remarkable of all facts in both these respects. The form is in every country the same—the proportions accurately alike—the size the very same, to the fraction of a line, go where you will; and the form is proved to be that which the most refined analysis has enabled mathematicians to discover as, of all others, the best adapted for the purposes of saving room, and work and materials. This discovery was only made about a century ago; nay, the instrument that enabled us to find it out—the *fluxional calculus*—was unknown half a century before that application of its powers. And yet the bee had been for thousands of years, in all countries, unerringly working according to this fixed rule, choosing the same exact angle of 120 degrees for the inclination of the sides of its little room, which every one had for ages known to be the best possible angle, but also choosing the same exact angles of 110 and 70 degrees for the inclinations of the roof, which no one had ever discovered till the 18th century, when Maclaurin solved that most curious problem of *maxima* and *minima*, the means of investigating which had not existed till the century before, when Newton invented the *calculus*, whereby such problems can now be easily worked. —[Lord Brougham's Discourse of Natural Theology.

NEW-YORK AMERICAN.

OCTOBER 10—16, 1835.

LITERARY NOTICES.

PAULDING'S WORKS, vols. V. and VI; New York, HARPER & BROTHERS.—We have here "the letters from the South," by a northern man, which Mr. Paulding first published several years ago. The South, however, only means Virginia, which then was not so much eclipsed, as now it is —and there is not much of a Northern men in the sentiments uttered. In looking cursorily over the book, we were struck with a passage, which we subjoin, as chiming in curiously enough with some leading notions of this day. Referring to the Essays on the Constitution, by *John Taylor*, of Caroline, which Mr. Paulding considers as only second in value to the *Federalist*, he holds this language.

The essays on the funding and banking systems, are most especially entitled to the deep consideration of every citizen of the United States.—They exhibit, in a clear, unanswerable series of facts and arguments, the silent cunning, and almost inscrutable windings, by which these modern creators of aristocracy, under pretence of adding to the means and the wealth of a nation, operate as perpetual drains on the laboring classes, and landed interest, and finally create an aristocracy of concentrated wealth, "without rank or title; regardless of honor; of insatiable avarice, and neither conspicuous for knowledge or virtue." The legitimate aristocracy of virtue and talents, is thus superseded by that of paper-money, monopoly, and exclusive privileges; power goes over from land to money; from the many to the few; one-half the property of the nation is exempted from the burdens which the other is obliged to sustain, and the feudal baron is succeeded by the paper one. Thus, with equal rights guarantied by the constitution and the laws; with a statute for ever abolishing the right of primogeniture, and of entailment of our own property, we see every day, nay, almost every hour of the day, the Legislatures of the different States creating corporate bodies with exclusive privileges, and granting to hundreds of societies and corporations the right of holding property in perpetuity, which is uniformly denied to individuals. Each and every one of these corporate bodies is more or less of the nature of a monopoly; and monopolies, either of wealth, honors, privilege, or power; whether of kings, nobles, churchmen, corporate bodies, presidents of societies, or bank directors, is fatal to the general diffusion of competency, wherever it exists.

NIGHTS AT MESS, 1 vol; Philadelphia, E. L. CAREY & A. HART, for sale in New York by WILEY & LONG.—These stories have appeared, we believe, separately, in one of the English periodicals, and are now gathered together in a volume, which has certainly a good share of fun.

GEORGII WASHINGTONII Americæ Septentrionalis Civitatum Fœderatarum Præsidiss primi Vita: FRANCISCO GLASS, A. M., Ohioensi, &c.—N. Y., HARPER & BROTHERS.—A life of Washington, written in pure, flowing, easy and classical Latin, by a country schoolmaster in Ohio, whose life was passed in teaching the children of his country neighbors to read and write, is certainly a remarkable production. The circumstances under which it was composed, together with the manner in which the editor, Mr. Reynolds, became acquainted with the author, are told in a most interesting manner, in Mr. R.'s preface, from which we make no apology for extracting largely.

The following classical production came into my possession in so singular a way, that I feel bound to give the reader the whole history of it. In the summer of 1823, I was a member of the Ohio University, and left that Institution, expecting to return to college to pursue my studies, in the winter; but circumstances, unnecessary for me to state, prevented me from joining my class at that time, and I was induced to seek, in the western part of the State, a person with whom I could prosecute my studies during the winter season. I heard of a competent teacher in Warren county, of which Lebonon is the shire, situate about thirty miles from Cincinnati. He had excited no small degree of interest among the few who were capable of appreciating his extraordinary attainments in classical literature. This man was Francis Glass, the author of the following work, "*The Life of Washington.*"

I found him in a remote part of the county, in a good neighborhood of thrifty farmers, who had employed him to instruct their children, who, in general, were then acquiring the simplest rudiments of an English education. The school-house now rises fresh on my memory. It stood on the banks of a small stream, in a thick grove of native oaks, resembling more a den for Druidical rites, than a temple of learning. The building was a low log cabin, with a clapboard roof, but indifferently tight —all the light of heaven, found in this cabin, came through apertures made on each side in the logs, and these were covered with oiled paper to keep out the cold air, while they admitted the dim rays.

The seats, or benches, were of hewn timbers, resting on upright posts, placed in the ground to keep them from being overturned by the mischievous urchins who sat on them. In the centre was a large stove, between which and the back part of the building, stood a small desk, without lock or key, made of rough plank, over which a plane had never passed; and, behind this desk, sat Professor Glass when I entered his school.

There might have been forty scholars present; twenty-five of these were engaged in spelling, reading, and writing, a few in arithmetic, a small class in English grammar; and a half a dozen, like myself, had joined his school, for the benefit of his instruction in the Greek and Latin languages, preparatory to a more extended course in one of the Ohio seminaries.

The moment he learned that my intention was to pursue the study of the languages with him, his whole soul appeared to beam from his countenance. He commenced in a strain, which in another would have seemed pedantic, but which, in fact, was far from being so in him.

The following imperfect, sketch, drawn entirely from memory, may serve to give some idea of his peculiar manner:—"Welcome to the shrine of the Muses, my young friend, *Salve!* Χαῖγε! The temple of the Delphian God was originally a laurel hut, and the Muses deign to dwell, accordingly, even in my rustic abode. '*Nou humilem domum fastidiuni, umbrosamve ripam.*' Here, too, the winds hold converse, 'Eurus and Caurus, and Argestes loud,' and the goddesses of the Castalian fountain, the daughters of the golden-haired Mnemosyne, are sometimes silent with the lyre, '*citharâ tacentes,*' that they may catch the sweet murmurs of the harp of Aeolus. Here, too, I, the priest of the muses, *Musarum sacerdos*, sing, to the young of either sex, strains before unheard, *Virginibus puerisque canto.* Plutus, indeed, that blind old deity, is far away; and far away let him be, for well has the prince of comic poets styled him a 'filthy, crooked, miserable, wrinkled, bald and toothless creature!' *ῥυπῶντα, χυφὸν, ἄθλιον, ῥυδὸν, μαδῶντα, νωδὸν.*"

Such was my first interview. It was a display perfectly natural, and without the least apparent consciousness of effort on his part. From this moment he took the geatest interest in my studies, and I enjoyed not only his instruction during school hours, but—as I had taken up my lodgings at a farm-house about half a mile from his school, on the road to his own humble residence, situate a mile beyond—almost every evening, from his deep interest in my progress, was spent with me at my dwelling.

* * * * *

I had been with him about three months, when he communicated to me his long-cherished intention of writing the life of Washington in Latin, for the use of schools. He, after this time, often adverted to the subject, with an earnestness I shall never forget. By parcels, I got something of his history. He was educated in Philadelphia, and spent the earlier part of his life in that city and vicinity, in literary pursuits. He often mentioned the name of Professor Ross, and said something of having assisted him in the compilation of his Latin Grammar. While acting as an instructor in the interior of Pennsylvania, he contracted an unfortunate marriage, in a state, as he said, of partial insanity; no wonder he thought so, when he found himself surrounded by evils which his imprudence had brought upon him.

Glass tried to make the best of his situation, but he could not soften the temper, or elevate the mind, of the being to whom he was united for life. The influence of his situation, on such a sensitive scholar, was perceptible in every act. He did all he could for his wife and rapidly-increasing family, but his efforts procured for them but a scanty subsistence.

With all ambition prostrated, and with a deadly sickness at his heart, he, somewhere in the year 1817 or '18, left Pennsylvania for the West, and settled in the Miami country. From that time to the period I became acquainted with him, he had pursued the business of school-keeping, in various places, where a teacher was wanted, subject to the whims of children and the caprices of their parents, enough alone to disturb the greatest philosopher.

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The winter had now drawn nearly to a close, and the opening spring, with its busy scenes of rural life, had called nearly all the larger scholars from his school; still nothing had been definitely arranged in reference to the life of Washington. He renewed the subject again and again. I had no one with whom to consult. I did not know how to decide in my own mind, for I felt incapable of properly estimating his attainments, and what he really was capable of producing,—besides, the expenses to which I should be subjected, were matters of responsibility, gravely to be considered. My feelings, however, were interested. I pitied the man, and felt grateful for his attentions, and for the advantages I had derived from his instructions. The attempt, I knew, was a bold one; but then, the subject addressed itself to the feelings of every American heart. The example, too, of such devotion to classic literature, on the part of an individual so humble, so obscure, could not, I thought, but awaken to higher efforts, on the part of individuals more favorably situated,—nor his labors be otherwise, than received with favoring kindness by every one interested in the advancement of literature in the United States.

From the moment he learned my determination, to meet his requirements in the prosecution of his work, his gloom and low spirits forsook him, and he appeared like a new being—though it was but too apparent, that the spirits thus newly lighted up, were still encased in a weak, fragile, and gradually sinking form.

I now visited his house for the first time. I shall not attempt a description, nor do I exaggerate, when I say, that his worldly goods and chattels, of all descriptions, could not have been sold for the sum of thirty dollars. Clothing for himself and family was now ordered, and, at the end of his term, arrangements were made for the removal of himself and family to Dayton, on the Miami, sixty miles from Cincinnati, where he immediately set about his work, and ere the close of the following winter, the whole was completed.

At this period I paid him a visit, and received from him the manuscript. His request was most earnest, that the result of his labors might be published. I promised him it should, and have never seen him since;—and, though years have rolled around, I have never, until the present moment, had leisure to attend to its publication, or to redeem the promise I had made to its author.

Poor Glass!—had he only been spared, to learn that his work had been examined and approved of by some of the ripest scholars of our country—men whose names are but other terms for all that is pure, and chaste, and elegant in classical literature—how it would have consoled and softened the last gloomy hours of his existence! For so obscurely did he live, so humbled and retired must have been his residence at the time of his death, that, since my return to the United States, I have not been able to learn a word in reference to him, except that he died while I was gone, and that his family had removed from Dayton to Germantown-ship, Montgomery county.

The interest of this story may justly add to that of the work it ushers forth, and when it is said that Prof. *Anthon* of Columbia College, Prof. *Patton* of the New-York University, Prof. *Wylie* of the University of Pennsylvania, and other approved scholars, bear witness to the purity of the style in which it is written, it is not an unreasonable hope to express, that this life of Washington may become an elementary class book in our Latin schools.

It was a well timed and gracious act of Columbia College, at their commencement on Tuesday, to

confer on Mr. *Reynolds*, whose generous aid and sympathy cheered Mr. Glass on to the completion of his labors, the honorary degree of Master of Arts.

La France Literaire, New York.—This foreign periodical re-appears, for the first time since the Ann street fire, more disastrous to printers, though less so to letters, than that which destroyed the Alexandrian Library. The whole semi-monthly edition, for the 25th August, prepared in advance, was destroyed, together with many of the back numbers, and all the *material* of the printing office.

To surmount all this, in a foreign language, is not easy. In the number before us, however, we are glad to find the difficulties so handsomely overcome.

Carey's Library of Choice Literature.—Philadelphia, E. L. Carey and A. Hart. New York, G. & C. Carvill.—A new weekly publication here greets us. Its price is *five dollars per annum*, for which a weekly pamphlet of 20 pp. double columns, and royal 8vo. size, is furnished, and made up of the "current literature of Great Britain, in all its various deparments," and, when circumstances will authorize it, "of translations from the French, German, and Italian." In addition, the cover will contain original notices, reviews, and other articles. The numbers for one year will constitute two large 8vo. volumes! This Library makes its *debut*, by the re-publication of "the Memoirs of the life of Sir James McIntosh," by his son—and a better selection could not have been made. Some specimens of the Journal of Sir James were given in yesterday's paper.

The Tales of a Physician; by W. H. Harrison, 2 vols.: Philadelphia: E. L. Carey & A. Hart: For sale in New-York by Wiley & Long. Those who, remembering the *Diary of a Physician*, with its delineations of power and pathos, may expect to find in these volumes any thing of the same thrilling interest, will be disappointed. The style of these Tales, and the incidents upon which they are founded, are, for the most part, common place enough—though they may serve to amuse a leisure hour.

The Crayon Miscellany, No. 3: containing Legends of the Conquest of Spain, 1 vol.; Philadelphia, Carey, Lea & Blanchard.—Yesterday we spoke, on hearsay only, of this volume, now, we have it before us, and have eagerly perused it. It is a delightful blending of fancy and romance, on a historical basis. It is the natural pouring out of such a mind as Irving's, when warmed with the perusal of the attractive legends of the Gothic Conquerors, reposing himself the while, amidst the faded glories, and thronging recollections, of the *Alhambra*. All readers will be delighted with it.

Memoir of the Rev. John Stanford, D. D., late Chaplain of the Humane and Criminal Institutions in the city of New-York, by Charles G. Sommers, Pastor of the South Baptist church in N. York: 1 vol: New-York: Swords, Stanford & Co.—If the value of biography is to be measured by the services to the cause of humanity and religion, of the individual whose life is commemorated, there are few volumes that should be more sought after than this memoir of an humble, persevering and self-denying Minister of the Gospel. No one who may have chanced to be present at the services in any of the institutions to which Mr. Stanford was Chaplain, and who recalls his venerable appearance and patient labors among the hardened and the corrupt, to whom he so freely and perseveringly ministered, should forego the purchase of a volume which presents so faithful a portraiture of his mind and career.

It is principally compiled from his own writings, prepared rather for his own guidance and edification, than from any purpose of publication; and, therefore, rendering more accurately the impressions and feelings they record.

If persuasion or proof were needed to enfore the conviction that the Gospel is indeed from on high, and that the humble laborer in its vineyard has his own exceeding great reward, the life and labors of Mr. Stanford would be eloquent on that head.—To those who, in a career less repugnant, and mid duties less irksome than those of this venerable divine, are yet sometimes ready to faint by the way side, we may, in all confidence, commend this volume of humble works, practical piety, and unfaltering faith.

A Biographical Notice of Commodore Jesse D. Elliott; containing a review of the controversy between him and the late Commodore Perry, and a history of the figure-head of the United States frigate Constitution, by a *Citizen of New York;* Philadelphia, *printed for the author.*—This is a book which denotes, as much as any thing we have seen, the evil influence of party. Commodore Elliott, from taste, or accident, has *distinguished* himself as a *partisan* of General Jackson. This we hold to be exceedingly unbecoming in any officer, towards any President. Like every other citizen, an officer in the military or naval service, is entitled to his opinions and his vote; but it always seems to us a desecration of the *national* uniform, when any one wearing it, becomes an active and heated partisan.

The fact, however, of Commodore Elliott's being so, has undoubtedly led to the writing and publishing of this book—of which the recitals on the title page are quite sufficient to indicate the character. It is a political diatribe, in the course of which, historical truth, and illustrious names, and glorious memories are alike falsified,—and all to prove, what, if true, would have needed no proof,—that Commodore Perry had *lost*, and Captain *Elliott* redeemed the battle of Lake Erie! Start not, gentle reader, even to such lengths as this has the spirit of second hand sycophancy been carried in these pages. We will not quote from them; but to such as may be disposed to verify what is here said by reference to the book, we cite the 186th page, as one of several where this pretension is boldly put forth.

As to the history of the figure head, "the duties of the democratic party," and such like cognate subjects, we have no time to waste on them.

As a publication, we consider this book a disgrace to the country; and so indeed others seem to think, for it is without the name of either printer or publisher.

American Monthly Magazine for October: Edited by C. F. Hoffman and H. W. Herbert: New-York: Geo. Dearborn.—This is the only periodical for the month that has yet reached us, and it is, as usual, very good—though too much space is given to the notice of, and extracts from, Mr. *Latrobe's* travels. The "Letters from France," of which a series is commenced in this number, are agreeably written. We have little space for extracts, and therefore make only two short ones.

The Soldier.

"Why go to the battle, dearest?" said the wife to her husband.

"Because we are oppressed,—and I owe my life to my country; and you, love, would not wish your husband a laggard where honor called him, because danger stood in the way?"

"No; if we could be certain that either honor or duty called, I would be the last to detain you; though if you were killed, I could look to God alone for support or comfort in my desolation; but remember, when you speak of patriotism, that those opposed to you have the same feelings as you, and were your friends and associates. Must they be wrong?"

But he listened not to her arguments; and, taking one long kiss, laughed at her fears as he galloped to join his comrades. She was a woman and reasoned from her cowardice.

It was after a skirmish that the soldier walked the battle field, amidst the dying and the dead—and, as he drove away, the birds of prey eagerly hovering over them—and listened to the groans of agony, and curses of despair, of those whose laugh he had often heard, and whose happiness he had daily witnessed; he reflected whether any cause could justify so much misery.

He doubted whether those men would risk every thing to sustain a cause plainly wrong,—where nothing was to be gained and so much must be sacrificed; and remembering that they who had persuaded him to seek the lives of his neighbors, risked nothing by their patriotism; and, shunning the danger they persuaded others to encounter, seemed avaricious of any thing but the glory they extolled;—he saw that a few mean politicians were the country he was serving; and that he had been persuaded to avenge an imaginary wrong by a real injury. And he felt that patriotism might be a crime. Then his fond young wife, anxious and alone, mourning his absence, and constantly trembling at the perils he encountered, came over his mind; he realised her miserable uncertainty; and shuddering at her desolation if he should be slain, he wept. But the trumpet sounded; discipline drove all softer feelings from his heart, and he rushed foremost in the battle's charge—a reckless instrument of destruction.

Gallantly he dashed on, if that can be called gallant where all thought is driven from the mind, and the man sees nought but the foe before him;—his white plume could be seen tossing above the smoke, far in advance of his men;—the square he was charging fired—his horse fell, and his comrades trampled over him on their way to victory.

His body was thrown into a pit with some hundred others—his name was omitted in the despatch which told the story of the battle in which he fell.

And thus ends the life of the Soldier! Z.

The Hues of Autumn.

AN INDIAN TRADITION.

But every drop this living tree contains
Is kindred blood, and ran in Trojan veins
* * * * * * *
Here loads of lances, in my blood imbrued,
Again shot upward, by my blood renewed.
Dryden's Virgil.

"Those bones, stranger?" said the pioneer, "why, that ignorant varmint can tell you nothing about them—they were the frame-work of men who kicked their shins against these knobs a million years before his people came here to scare game and burn the Prairies.

The Indian evidently understood the words of the rough hunter, though he did not vouchsafe a reply to the hereditary enemy of his race. He did not seem, however, to take offence at the interruption, but waiting patiently until the other had finished, he drew up his blanket around him, and rising to his feet, stood erect on the mound. The light of our fire was thrown full upon his attenuated features, and lit them up with almost as ruddy a glow as that which bathed the autumnal foliage behind him. He was mute for some minutes, and then spoke to this effect.

"Yes, they were here before my people. But they could not stay when we came, no more than the Red-man now can bide before the presence of the Long-knife. The Master of Life willed it, and our fathers swept them from the land. The Master of Life now wishes to call back his red people to the blessed gardens whence they first started, and he sends the Pale-faces to drive them from the countries which they have learnt to love so well as to be unwilling to leave them.

"It is good. Men were meant to grow from the earth like the oak that springs in the pine barren, or the evergreen that shoots from the ground where the tree with a falling leaf has been cut down.

"But listen, brother! Mark you the hue that dyes every leaf upon the tree? It is born of the red water with which its roots were nourished a thousand years ago. It is the blood of a murdered

race, which flushes every autumn over the land, when yearly the moon comes round that saw it perish from this ground."

FOSTER'S FOREIGN QUARTERLIES, No. XIX: New York, THEODORE FOSTER.—This number gives us the latest Westminster Review—which, however, we have not had time yet to look into.

Extract from the third No. of the Crayon Miscellany.

Legend of Count Julian and his Family.

In the preceding legends is darkly shadowed out a true story of the woes of Spain. It is a story full of wholesome admonition, rebuking the insolence of human pride, and the vanity of human ambition, and showing the futility of all greatness that is not strongly based on virtue. We have seen, in brief space of time, most of the actors in this historic drama disappearing, one by one, from the scene, and going down, conqueror and conquered, to gloomy and unhonored graves. It remains to close this eventful history, by holding up, as a signal warning, the fate of the traitor, whose perfidious scheme of vengeance brought ruin on his native land.

Many and various are the accounts given in ancient chronicles of the fortunes of Count Julian and his family, and many are the traditions on the subject still extant among the populace of Spain, and perpetuated in those countless ballads sung by peasants and muleteers, which spread a singular charm over the whole of this romantic land.

He who has travelled in Spain in the true way in which the country ought to be travelled; sojourning in its remotest provinces; rambling among the rugged defiles and secluded vallies of its mountains; and making himself familiar with the people in their out-of-the-way hamlets, and rarely visited neighborhoods, will remember many a group of travellers and muleteers, gathered of an evening around the door or the spacious hearth of a mountain venta, wrapped in their brown cloaks, and listening with grave and profound attention to the long historic ballad of some rustic troubadour, either recited with the true *ore rotundo* and modulated cadences of Spanish elocution, or chaunted to the tinkling of a guitar. In this way he may have heard the doleful end of Count Julian and his family recounted in traditionary rhymes, that have been handed down from generation to generation. The particulars, however, of the following wild legends are chiefly gathered from the writings of the pseudo Moor, Rasis; how far they may be safely taken as historic facts, it is impossible now to ascertain; we must content ourselves, therefore, with their answering to the exactions of poetic justice.

As yet every thing had prospered with Count Julian. He had gratified his vengeance; he had been successful in his treason, and had acquired countless riches from the ruin of his country. But it is not outward success that constitutes prosperity. The tree flourishes with fruit and foliage while blasted and withering at the heart. Wherever he went, Count Julian read hatred in every eye. The Christians cursed him as the cause of all their woe; the moslems despised and distrusted him as a traitor. Men whispered together as he approached, and then turned away in scorn; and mothers snatched away their children with horror if he offered to caress them. He withered under the execration of his fellow men, and, last, and worst of all, he began to loathe himself. He tried in vain to pursuade himself that he had but taken a justifiable vengeance; he felt that no personal wrong can justify the crime of treason to one's country

For a time, he sought in luxurious idulgence to soothe or forget the miseries of the mind. He assembled round him every pleasure and gratification that boundless wealth could purchase, but all in vain. He had no relish for the dainties of his board; music had no charm wherewith to lull his soul, and remorse drove slumber from his pillow. He sent to Cueta for his wife Frandina, his daughter Florinda, and his youthful son Alarbot; hoping in the bosom of his family to find that sympathy and kindness which he could no longer meet with in the world. Their presence, however, brought him no alleviation. Florinda, the daughter his heart, for whose sake he had undertaken this signal vengeance, was sinking a victim to its effects.—Wherever she went, she found herself a by-word of shame and reproach. The outrage she had suffered was imputed to her as wantonness, and her calamity was magnified into crime. The Christians never mentioned her name without a curse, and the moslems, the gainers by her misfortune, spoke of her only by the appellation of Cava, the vilest epithet they could apply to woman.

But the approbrium of the world was nothing to the upbraiding of her own heart. She charged herself with all the miseries of these disastrous wars; the deaths of so many gallant cavaliers; the conquest and perdition of her country. The anguish of her mind preyed upon the beauty of her person. Her eye, once soft and tender in its expression, became wild and haggard; her cheek lost its bloom, and became hollow and pallid, and at times there was desperation in her words.—When her father sought to embrace her, she withdrew with shuddering from his arms, for she thought of his treason and the ruin it had brought upon Spain. Her wretchedness increased after her return to her native country, until it rose to a degree of frenzy.

One day when she was walking with her parents in the garden of their palace, she entered a tower, and, having barred the door, ascended to the battlements. From thence she called to them in piercing accents, expressive of her insupportable anguish and deperate determination. "Let this city," said she, "be henceforth called Malacca, in the memorial of the most wretched of women, who therein put an end to her days." So saying, she threw herself headlong from the tower, and was dashed to pieces. The city, add, the ancient chronicler, received the name thus given it, though afterwards softened to Malaga, which it still retains in memory of the tragical end of Florinda.

The Countess Frandina abandoned this scene of woe, and returned to Ceuta, accompanied by her infant son. She took with her the remains of her unfortunate daughter, and gave them honorable sepulture in a mausoleum of the chapel belonging to the citadel. Count Julian departed for Carthagena, where he remained plunged in horror at this doleful event.

About this time, the cruel Suleiman, having destroyed the family of Muza, had sent an Arab general, named Alahor, to succeed Abdalasis as emir or governor of Spain. The new emir was of a cruel and suspicious nature, and commenced his sway with a stern severity that soon made those under his command look back with regret to the easy rule of Abdalasis. He regarded with an eye of distrust the renegado Christians who had aided in the conquest, and who bore arms in the service of the moslems; but his deepest suspicions fell upon Count Julian, "He has been a trator to his own countrymen," said he, "how can we be sure that he will not prove traitor to us?"

A sudden insurrection of the Christians who had taken refuge in the Asturian mountains, quickened his suspicions and inspired him with fears of some dangerous conspiracy against his power. In the height of his anxiety, he bethought him of an Arabian sage named Yuza, who had accompanied him from Africa. This son of science was withered in form, and looked as if he had outlived the usual term of mortal life. In the course of his studies and travels in the east, he had collected the knowledge and experience of ages; being skilled in astrology, and, it is said, in necromancy, and possessing the marvellous gift of prophecy or divination. To this expounder of mysteries Alahor applied to learn whether any secret treason menaced his safety.

The astrologer listened with deep attention, and overwhelming brow, to all the surmises and suspicions of the emir, then shut himself up to consult his books and commune with those supernatural intelligences subservient to his wisdom. At an appointed hour the emir sought him in his cell. It was filled with the smoke of perfumes; squares and circles and various dingrams were described upon the floor, and the astrologer was poring over a scroll of parchment, covered with cabalistic characters. He received Alahor with a gloomy and sinister aspect; pretending to have discovered fearful portents in the heavens, and to have had strange dreams and mystic visions.

"O emir," said he, "be on your guard! treason is around you and in your path; your life is in peril. Beware of Count Julian and his family."

"Enough," said the emir. "They shall all die! Parents and children—all shall die."

He forthwith sent a summons to Count Julian to attend him in Cordova. The messenger found him plunged into affliction for the recent death of his daughter. The count excused himself, on account of this misfortune, from obeying the commands of the emir in person, but sent several of his adherents. His hesitation and the circumstance of his having sent his family across the straits to Africa, were construed by the jealous mind of the emir into proofs of guilt. He no longer doubted his being concerned in the recent insurrections, and that he had sent his family away, preparatory to an attempt, by force of arms, to subvert the moslem domination. In his fury he put to death Siseburto and Evan, the nephews of Bishop Oppas, and sons of the former king. Witiza, suspecting them of taking part in the treason. Thus did they expiate their treachery to their country in the fatal battle of the Guadalete.

Alahor next hastened to Charthagena to seize upon Count Julian. So rapid were his movements, that the Count had barely time to escape with fifteen cavaliers, with whom he took refuge in the strong castle of Mercuello, among the mountains of Arragon. The emir, enraged to be disappointed of his prey, embarked at Carthagena, and crossed the straits to Ceuta to make captives of the Countess Frandina and her son.

The old chronicle from which we take this part of our legend, presents a gloomy picture of the countess in the stern fortress to which she had fled for refuge; a picture heightened by supernatural horrors. These latter, the sagacious reader will admit or reject according to the measure of his faith and judgment; always remembering that in dark and eventful times like those in question, involving the destinies of nations, the downfall of kingdoms, and the crimes of rulers and mighty men, the hand of fate is sometimes strangely visible, and confounds the wisdom of the worldly wise, by intimations and portents above the ordinary course of things. With this proviso, we make no scruple to follow the venerable chronicler in his narration.

Now so it happened, that the countess Frandina was seated late at night in her chamber in the citadel of Ceuta, which stands on a lofty rock, overlooking the sea. She was revolving in gloomy thought the late disasters of her family, when she heard a fearful noise like that of the sea breeze moaning about the castle walls. Raising her eyes, she beheld her brother, the Bishop Oppas, at the entrance of the chamber. She advanced to embrace him, but he forbade her with a motion of his hand, and she observed that he was ghastly pale, and that his eyes glared as with lambent flames.

"Touch me not, sister," said he, with a mournful voice, "lest thou be consumed by the fire which rages within me. Guard well thy son, for blood hounds are upon his track. His innocence might have secured him the protection of heaven, but our crimes have involved him in our common ruin." He ceased to speak and was no longer to be seen. His coming and going were alike without noise, and the door of the chamber remained fast bolted.

On the following morning a messenger arrived with tidings that the Bishop Oppas had been made prisoner in battle by the insurgent Christians of the Asturias, and had died in fetters in a tower of the mountains. The same messenger brought word that the Emir Alahor had put to death several of the friends of Count Julian; had obliged him to fly for his life to a castle in Arragon, and was embarking with a formidable force for Ceuta.

The countess Frandina, as has already been shown, was of courageous heart, and danger made her desperate. There were fifty Moorish soldiers in the garrison; she feared that they would prove treacherous, and take part with their countrymen. Summoning her officers, therefore, she informed them of their danger, and commanded them to put those Moors to death. The guards sallied forth to obey her orders. Thirty-five of the Moors were in the great square, unsuspicions of any danger, when they were severally singled out by their executioners, and at a concerted signal, killed on the spot. The remaining fifteen took refuge in a tower. They saw the armada of the emir in the distance, and hoped to be able to hold out until its arrival. The soldiers of the countess saw it also, and made extraordinary efforts to destroy these internal enemies before they should be attacked from without. They made repeated attempts to storm the tower, but were as often repulsed with severe loss. They then undermined it, supporting its foundations by stanchions of wood. To these they set fire, and withdrew to a distance, keeping up a constant shower of missiles to prevent the Moors from sallying forth to extinguish the flames. The stanchions were rapidly consumed, and when they gave way the tower fell to the ground. Some of the Moors were crushed among the ruins; others were flung

to a distance and dashed among the rocks; those who survived were instantly put to the sword.

The fleet of the emir arrived at Ceuta about the hour of vespers. He landed, but found the gates closed against him. The countess herself spoke to him from a tower, and set him at defiance. The emir immediately laid siege to the city. He consulted the astrologer Yuza, who told him that, for seven days his star would have the ascendant over that of the youth Alarbot, but after that time the youth would be safe from his power, and would effect his ruin.

Alahor immediately ordered the city to be assailed on every side, and at length carried it by storm. The countess took refuge with her forces in the citadel, and made desperate defence, but the walls were sapped and mined, and she saw that all resistance would soon be unavailing. Her only thoughts now were to conceal her child. "Surely," said she, "they will not think of seeking him among the dead." She led him, therefore, into the dark and dismal chapel. "Thou art not afraid to be alone in this darkness, my child," said she.

"No, mother," replied the boy, "darkness gives silence and sleep. She conducted him to the tomb of Florinda. "Fearest thou the dead, my child?" "No, mother, the dead can do no harm, and what should I fear from my sister?"

The countess opened the sepulchre. "Listen, my son," said she. "There are fierce and cruel people who have come hither to murder thee. Stay here in company with thy sister, and be quiet as thou dost value thy life!" The boy, who was of a courageous nature, did as he was bidden, and remained there all that day, and all the night, and the next day until the third hour.

In the mean time the walls of the citadel were sapped; the troops of the emir poured in at the breach, and a great part of the garrison was put to the sword. The countess was taken prisoner and brought before the Emir. She appeared in his presence with haughty demeanor, as if she had been a queen receiving homage. But when he demanded her son, she faltered, and turned pale, and replied, "My son is with the dead."

"Countess," said the emir, "I am not to be deceived: tell me where you have concealed the boy, or tortures shall wring from you the secret."

"Emir," replied the countess, "may the greatest torments be my portion, both here and hereafter, if what I speak be not the truth. My darling child lies buried with the dead."

The emir was confounded by the solemnity of her words; but the withered astrologer Yuza, who stood by his side regarding the countess from beneath his bushed eyebrows, perceived trouble in her countenance and equivocation in her words.—Leave this matter to me," whispered he to Alahor, "I will produce the child."

He ordered strict search to be made by the soldiery, and he obliged the countess to be always present. When they came to the chapel her cheek turned pale and her lip quivered. "This," said the subtle astrologer, "is the place of concealment!"

The search throughout the chapel, however, was equally vain, and the soldiers were about to depart, when Yuza remarked a slight gleam of joy in the eye of the countess. "We are leaving our prey behind," thought he, "the countess is exulting."

He now called to mind the words of her asseveration, that her child was with the dead. Turning suddenly to the soldiers he ordered them to search the sepulchres. "If you find him not," said he, "draw forth the bones of that wanton Cava, that they may be burnt, and the ashes scattered to the winds."

The soldiers searched among the tombs and found that of Florinda partly open. Within lay the boy in the sound sleep of childhood, and one of the soldiers took him gently in his arms to bear him to the emir.

When the countess beheld that her child was discovered, she rushed into the presence of Alahor, and forgetting all her pride, threw herself upon her knees before him.

"Mercy! mercy!" cried she in piercing accents, "mercy on my son—my only child! O emir! listen to a mother's prayers, and my lips shall kiss thy feet. As thou art merciful to him so may the most high God have mercy upon thee, and heap blessings on thy head."

"Bear that frantic woman hence," said the emir, "but guard her well."

The countess was dragged away by the soldiery without regard to her struggles and her cries, and confined in a dungeon of the citadel.

The child was now brought to the emir. He had been awakened by the tumult, but gazed fearlessly on the stern countenances of the soldiers. Had the heart of the emir been capable of pity, it would have been touched by the tender youth and innocent beauty of the child; but his heart was as the nether millstone, and he was bent upon the destruction of the whole family of Julian. Calling to him the astrologer, he gave the child into his charge with a secret command. The withered son of the desert took the boy by the hand, and led him up the winding stair case of a tower. When they reached the summit Yuza placed him on the battlements.

"Cling not to me, my child," said he, "there is no danger." "Father, I fear not," said the undaunted boy, "yet it is a wondrous height!"

The child looked around with delighted eyes. The breeze blew his curling locks from about his face, and his cheek glowed at the boundless prospect; for the tower was reared upon that lofty promontory on which Hercules founded one of his pillars. The surges of the sea were heard far below, beating upon the rocks, the sea gull screamed and wheeled about the foundations of the tower, and the sails of lofty carraccas were as mere specks on the deep.

"Dost thou know yonder land beyond the blue water?" said Yuza.

"It is Spain," replied the boy, "it is the land of my father and my mother."

"Then stretch forth thy hands and bless it, my child," said the astrologer.

The boy let go his hold of the wall, and, as he stretched forth his hands, the aged son of Ishmael, exerting all the strength of his withered limbs, suddenly pushed him over the battlements. He fell headlong from the top of that tall tower, and not a bone in his tender frame but was crushed upon the rocks beneath.

Alahor came to the foot of the winding stairs.

"Is the boy safe?" cried he.

"He is safe," replied Yuza; "come and behold the truth with thine own eyes."

The emir ascended the tower and looked over the battlements, and beheld the body of the child, a shapeless mass, on the rocks far below, and the sea gulls hovering about it; and he gave orders that it should be thrown into the sea, which was done.

On the following morning, the countess was led forth from her dungeon into the public square.—She knew of the death of her child, and that her own death was at hand, but she neither wept nor supplicated. Her hair was dishevelled, her eyes were haggard with watching, and her cheek was as the monumental stone, but there were the remains of commanding beauty in her countenance, and the majesty of her presence awed even the rabble into respect.

A multitude of Christian prisoners were then brought forth; and Alahor cried out—"Behold the wife of Count Julian—behold one of that traitorous family which has brought ruin upon yourselves and upon your country." And he ordered that they should stone her to death. But the Christians drew back with horror from the deed, and said—"In the hand of God is vengeance, let not her blood be upon our heads." Upon this the emir swore with horrid imprecations that whoever of the captives refused should himself be stoned to death. So the cruel order was executed, and the Countess Frandina perished by the hands of her countrymen. Having thus accomplished this barbarous errand, the emir embarked for Spain, and ordered the citadel of Ceuta to be set on fire, and crossed the straights at night by the light of its towering flames.

The death of Count Julian, which took place not long after, closed the tragic story of his family.—How he died, remains involved in doubt. Some assert that the cruel Alahor pursued him to his retreat among the mountains, and, having taken him prisoner, beheaded him; others that the Moors confined him in a dungeon, and put an end to his life with lingering torments; while others affirm that the tower of the castle of Marcuello, near Huesca, in Arragon, in which he took refuge, fell on him and crushed him to pieces. All agree that his latter end was miserable in the extreme, and his death violent. The curse of heaven, which had thus pursued him to the grave, was extended to the very place which had given him shelter; for we are told that the castle is no longer inhabited on account of the strange and horrible noises that are heard in it; and that visions of armed men are seen above it in the air; which are supposed to b the troubled spirits of the apostate Christians who favored the cause of the traitor.

In after times a stone sepulchre was shown, outside of the chapel of the castle, as the tomb of Count Julian; but the traveller and the pilgrim avoided it, or bestowed upon it a malediction; and the name of Julian has remained a by-word and a scorn in the land for the warning of all generations. Such ever be the lot of him who betrays his country.

Here end the legends of the conquest of Spain.

Written in the Alhambra, June 10, 1829.

KOSCIUSZKO IN AMERICA.—Kosciuszko reached the new world utterly unprovided with letters of recommendation or introduction, and nearly pennyless; he however asked an audience with Washington, to whom he had boldly presented himself.

"'What do you seek here?' inquired the general, with his accustomed brevity.—'I come to fight as a volunteer for American Independence,' was the equally brief and fearless reply.—'What can you do?' was Washington's next question; to which Kosciuszko, with his characteristic simplicity, only rejoined, 'Try me.' This was done—occasion soon offered, in which his talents, science, and valor were evinced, and above all his great character was duly appreciated. He was speedily made an officer and further distinguished himself.

* * * * * * * *

"He had not been long in America, when he had occasion to display his undaunted courage, as captain of a company of volunteers. Generals Wayne and Lafayette, notwithstanding the heat of the battle in which they themselves were fully engaged, observed with satisfaction the exertions of that company, which advanced beyond all the rest, and made its attack in the best order.

"'Who led the first company?' asked Lafayette of his comrades on the evening of that memorable day (the 30th of September.)

"The answer was, 'It is a young Pole, of noble birth, but very poor; his name, if I am not mistaken, is Kosciuszko.' The sound of this unusual name, which he could hardly pronounce, filled the French hero with so eager a desire for the brave stranger's acquaintance, that he ordered his horse to be immediately saddled, and rode to the village, about a couple of miles off, where the volunteers were quartered for the night.

"Who shall describe the pleasure of the one, or the surprise of the other, when the general, entering the tent (would it not rather be a room or a hut in a village?) saw the captain covered from head to foot with blood, dust and sweat, seated at a table, his head resting upon his hand, a map of the country spread out before him, and pen and ink by his side. A cordial grasp of the hand imported to the modest hero his commander's satisfaction, and the object of a visit paid at so unusual an hour.—[Foreign Quarterly Review.]

DEATH AND MONUMENT OF KOSCIUSZKO.—Kosciuszko's end was now at hand, but its approach was cheered by the sight of the object of his early and constant attachment, now Princess Lubomirska.

"The Princess, who was travelling to Geneva and Italy, stopped at Solothurn to spend some weeks with Kosciuszko, cheering the already declining old man by her agreeable pleasantry, and her rare gift of social wit. Kosciuszko had a presentiment that he should not see her again, and, when she bade him farewell with a promise to return the following spring, tears swelled into his eyes, and the agitated hero asked for a token of her remembrance. The princess accordingly sent him, from Lausanne, a ring, with the motto, 'Friendship to Virtue.' But when the ring reached Solothurn, Kosciuszko was no more!

"On the 1st of October, 1817, he was seized with a nervous fever, then prevalent at Solothurn, which in spite of his struggles, confined him to his bed. Foreseeing the event, he made his will, bequeathing ample legacies to his friends, the Zeltners, especially to Emilie, and others to the town hospital, the orphan house, and the poor of Solothurn. . . . . He left 1000 francs for the expenses of his funeral, upon condition that his body should be carried to the grave by six poor men. . . . He ordered all his Polish papers to be burnt.

* * * * * * *

"After signing this will, he laid down the pen raised his eyes towards heaven and said, 'Now I

am easy!' He spoke often and long of his approaching end. His mind grew calmer and calmer, and voice and look bespoke the peace of his soul. . . . . His parting with his beloved friends, the blessing he bestowed upon Zeltner, his wife, and children, had all the august solemnity of a religious ceremony. According to the custom of heroic times, he asked for his sword, that which had been shattered in his hand at Macziewice. To this broken sword he committed the guard of his ashes. The sabre of John K. Sobieski, which he had received in the year 1799, from his brothers in arms, he directed to be sent to Poland, and there preserved for other times and other deeds.*

"He retained the full possession of his faculties to his last breath; but his pulse grew fainter. On the morning of the 15th, he awoke from a heavy sleep, and his eyes fell upon the whole Zeltner family, assembled round his bed. He seemed stronger, cheerfully stretched out his hand, and bade them good morning, with his wonted cordiality. But whilst he spoke his voice nearly failed, and he himself asked for his physician.

"Towards ten o'clock he raised himself, as though wishing to say something which required all his energies. He gave Zeltner his right hand, Madame Zeltner his left, smiled to his little friend Emilie, who stood at the bed's foot, and thus taking leave of three beloved beings at once, he sank slowly down, sighed——and his pure soul was in the presence of his Maker."

The body was embalmed, and, as he had directed, borne to the grave by poor old men, relieving each other. The funeral was attended by all Solothurn, for he was mourned by the whole canton, especially by the class so indebted to his liberality. His death was lamented, and his praises were celebrated by poets and orators in all languages. In Poland, the grief and mourning was universal: and at Warsaw, the funeral oration was pronounced by the national poet, the friend of his youth, Wiemcewicz.

But Poland grudged the remains of her noblest son to a foreign land, and Alexander readily sanctioned the national desire to bring them home.—The body was asked of Switzerland by a formal Polish embassy, which having obtained, escorted it to Poland. At Cracow it was received by the Senate, and with all military and civil honors interred in the cathedral. But the Polish Senate and the Polish nation wished to raise to their heroic champion a more peculiar and more endurable monument than other men can boast, at least in modern times.

"A monument that might be an object of general enthusiasm, of heart-felt veneration to all Poles. The senate decreed the raising of a mound (in fact a barrow,) upon the eminence called *Bronislawa* (meaning the guardian of fame,) which commands the Vistula. At this mound, young and old, senators and citizens, nobles and peasants, even the magnates of the realm, and the most delicate ladies, labored with their own hands. A countryman, who came from Volhynia to assist, accidentally received a severe wound; and in the fear that he might bleed to death, several persons were carrying him in quest of surgical assistance, when he resolutely exclaimed, 'Oh, let me bleed here! it is the only tribute I can pay to the great *Naczlenik*.'

"From the 16th of October, 1820, to the 16th of October, 1823, the labor continued. The *Mogila Kosciuszki* (Kosciuszko's Mount,) measures 276 feet in diameter at the base, and 300 feet in height. It is the largest ever formed by human hands.

* * * * * * * *

"The sepulchral mound of Queen Vanda, and of St. Cracus, respectively on the left and right banks of the Vistula, meet the traveller's view at some distance from Cracow, reminding him of the origin of the actual inhabitants of the country.—Kosciuszko's monument completes the triangle, and connects the present with the past. . . . . A convenient road, paved and planted with trees, for pedestrians, leads thither; for, since the beginning of the work, this has been the favorite *promenade* of the Cracovians. . . . . From the ample contributions of the whole country, an adjoining piece of ground was purchased, upon which, close to the old chapel of St. Bronislawa, houses were built for four peasants, who had served under Kosciuszko. It is their duty, and that of their families for ever, to plant the mound as pleasure grounds, and to take the greatest care of the *pomnick* (monument.)

"The management of the purchase, of the construction, and of the whole affair, was intrusted by the Crakcow senate to a committee of twenty persons, with General Franciszek Paszowiski as president. * * * The expense was defrayed by contributions, not only of the most considerable families of Poland, but likwise of peasants, artisans, and private soldiers. Count Arthur Posocki alone gave 10,000 *gulden*, with which (we presume the expense of the monument being paid) three orphan kinswomen of Kosciuszko, whose existence had been but recently discovered, were portioned."—[Foreign Quarterly Review.]

* It was preserved by Princess Czartoryska, in her noble collection of arms and other Polish antiquities, at her castle of Pulaway, until the year 1830; since then, who can tell its fate?

[*From the Schoharie Republican.*]

KNOX CAVE.—The difficulties and dangers with which nature has surrounded many of her most magnificent works, seem, in the present age, to present no obstacles to the daring enterprise of man,—that spirit of inquiry in the cause of natural science, which has presented to the literary world, so many interesting operations of nature in her gloomy solitudes, has been recently stimulated by the discovery of objects for new investigation and redoubled effort.

A cavern, situate in the town of Knox, Albany county, on the land of Jacob Van Auker, about 11 miles east of Schoharie Court-house, has been recently explored—first by Mr. Thadeus Chapman, who resides in its vicinity, and subsequently, Sept. 4th, 1835, more particularly, by Mr. Peter Osterhout and Doctor L. Hubbard, of this village, in company with Mr. Chapman.

The following is given as the result of their discoveries:

The first depression resembles the section of an inverted cone, three-fourths of the circumference being nearly perpendicular, the remainder gradually sloping until it meets the opposite edge; the distance of this descent is about forty feet. The second descent is perpendicular in the rock, thirty-eight feet. The walls on either side are regular, with the exception of a few slight projections.—The opening at the top forms nearly a triangle, the sum of whose sides is not far from 12 feet, three-fifths of which is covered by a large stone that has fallen from the overhanging rock; the opening at the bottom of this passage is about the same as at the top. The third passage is sloping, (occasionally interrupted by perpendicular spaces of a few feet,) for the distance of about 65 feet; this descent will form an angle with the horizon of not less than seventy degrees, and runs directly south. The fourth passage is about 6 feet in length, inclining to the west, a little sloping through a curiously wrought hole in the partition wall. This wall separates the two apartments of the cave. Were it not for this provision of nature, what remains below must have forever remained among the hidden secrets of its Maker. The hole is nearly round, and just large enough to admit a person either head or feet foremost. The fifth passage extends both to the north and the south of the fourth, running parallel with the second and third; to the north the passage is free for about fifty feet, when it is choked up by clay, which has been washed from above; this passage is from three to four feet wide, and probably not less than 100 feet in height.—To the South it extends about forty feet, and terminates in a beautiful colonnade: the columns are arranged in a circular form, including a space of about fifteen feet in circumference; the columns are formed of calcareous spar, and are from ten to twenty feet in length, and from 6 to 14 inches in diameter; on the west side the columns are straight and regular, on the east they are interrupted by a mass of spar which has formed under them; this mass has an oval form, 8 feet in length and 10 in height, and three in its greatest diameter; the sides are fluted out and formed into the resemblance of pillars; the whole mass has the appearance of being supported on pillars; the top is flat and circular, resembling a lady's toilet table; the surface is beautifully cushioned over with an oval burr-like formation, and the border or edge is hung with numbers of flat stalactites of different lengths, the edges are notched out so that they resemble fringe; the walls rise from the top of this beautiful formation, about fifteen feet, and meet the roof, which is considerably lower than the roof in the fifth passage; the sides of the columns rising from the table, are hung with an immense number of stalactical formations; so also the roof above.—The colonnade opens into a hall, (so called to designate it from the room we shall presently describe,) the floor of which is about 8 feet lower than that of the colonnade; it is about 30 feet long, 15 wide and 30 high. These walls are also ornamented with various formations of spar; great numbers of stalactites are seen pending from the roof and sides; at the south western angle of the hall is a crevice, extending about 15 feet, at the extremity of which, is a stalactical formation resembling in form and size, a large lamp, (such as are used for litghting cities,) the bottom is curiously fringed with small flat stalactites; at the northwestern angle of this hall is a passage descending to the north; it has been explored for about 30 feet; the mud prevented us going farther. From this we pass into the large room, (or as it was faricifully called by young Chapman) the grand saloon. This room is about forty feet long and twenty wide, and from fifteen to twenty feet in height; the hall and roof are remarkably regular and encrusted with spar on all sides; the roof is pierced with three rows of holes, passing nearly its whole length. These holes are placed at nearly equal distances, and have the appearance of being placed there for ornament.—At the northern extremity of the room, the roof parts at the centre, and forms two large prongs; the one passes to one side of the colonnade and the other to the opposite side, and apparently resting on its columns; about the middle of the western side of this room, is a passage extending about 150 feet to the west, this passage varies in width from 6 to 8 feet; in some places the roof is very high, and in others, the rocks fall within a few feet of the floor. This passage is lined with sparry incrustations from one end to the other; stalactites, stalagmites, and alabaster, of the purest kind are found here. We procured a stalactite from this passage 4 feet 5 inches in length, the top of which very much resembles a man's head with a warrior's helmet; here we also procured the fragments of a stalactical formation of about 6 inches in diameter, and 8 feet in length, which had fallen from a crevice and broken; other pieces of the same mass were seen lodged in the crevice above; and judging from the piece we have, and those in sight, we should say that it could not have been less than 11 or 12 feet in length; this mass is formed of the purest alabaster, with the exception of a streak of about 2 inches wide and 1 1-2 thick, (which appears to have traversed its whole length) which is formed of the purest kind of satin spar.

The above is given by the gentleman from this village, as a very hasty and deficient account of this interesting cavern. Doct. L. Hubbard, who first entered Ball's Cave in Schoharie, pronounces that much celebrated cavern far inferior in grandeur of appearance to the one above mentioned, and gives it preference only in novelty, resulting from its subterranean navigation.

LATER FROM ENGLAND.—By the packet ship Britannia, Waite, from Liverpool, we have received our regular files of London and Liverpool papers to the 1st of September.

The accounts from the Continent are not so late as previously received per the Sully, from Havre.

In the House of Commons, on the 29th August, the Chancellor brought forward a bill, to amend the bill, for the tithe owners in Ireland. It was to have been considered on the Monday following.

Accounts from Bombay of the 27th April, state that, in consequence of the failure of the crop, Cotton had taken a great rise in that market. It was estimated that the shipments to Great Britain and China would not exceed 40,000 bales, and the stock then on hand was only 1000 bales.

For markets, &c. see Commercial intelligence.

LONDON, Aug. 29, Evening.—The consideration of the appropriation clause in the consolidated fund bill, has been again postponed by the Chancellor of the Exchequer. The corporation bill was brought back to the Commons, with its mutilations, on Friday. Mr. Spring Rice, on behalf of the Government, moved that the bill, with its amendments, be printed, and taken into consideration on Monday, for which day he bespoke a full attendance of members, expressing his conviction that the subject would then receive a calm and deliberate, but at the same time *resolute* decision. The use of the term "resolute," and the manner in

which it was caught up and cheered by the House, sufficiently indicate the temper of the House, and the intentions of Government with regard to the measure. The further postponement of the supplies also indicates a steady determination on the part of the present administration not to be undermined by their opponents. It is clear that the members of the cabinet, who, no doubt, have good information of what is passing in the enemy's camp, anticipate some desperate attempt at circumvention, and feel the necessity of guarding against surprise. The last hope of the Tories is understood to be placed in a dissolution and new election before the last registration comes into play after the circuits of the revising barristers.

LATER FROM EUROPE.—The packet ship England, has arrived, with London papers of the 8th ult. We have not received our files as yet, but are indebted to the Captain for a paper of the 7th, with Paris dates of the 5th.

The Municipal Reform Bill, and the amendments made by the Lords, had been considered in the House of Commons, with a spirit of great forbearance and conciliation, and after being further amended, the bill was sent back to the Lords on Thursday, 3d Oct. There the Peers had partially disagreed to some of these amendments—notwithstanding the great concession made by the House of Commons, for the sake of harmony.

The Times, which now strenuously supports the upper House, disapproves this proceeding on its part, and recommends most strongly, that the Bill, as sent from the House of Commons, should be past. Upon the whole the probability of this bill's now passing, without a rupture between the two houses, is much increased.

The French papers of Friday 4th, are filled with accounts from various parts of Spain. According to a telegraphic despatch in the *Moniteur*, the Navarrese insurgents were, on the 31st, at *Organia*, menaced by *Gurrea* and *General Pastor*. Madrid appears tranquil.

The British Legion, under General Evans, had their first affair on the 29th, at *Orumendi*, where they attacked and carried some buildings fortified by the Carlists, whom they dispersed, killing and capturing some 150 of the enemy.

Don Carlos seems to have no settled plan of acting, and his movements were very uncertain.

MONEY MARKET AND CITY INTELLIGENCE—SATURDAY EVENING, 5th.—Notwithstanding the difficulties by which the progress of the Municipal Reform Bill was impeded last night in the House of Lords, no effect was produced on the funds, the general impression remaining the same as yesterday, after the spirit of mutual concession displayed on both sides, that all will be amicably adjusted. The English funds have been perfectly steady, at about 1-8th per cent. lower than yesterday, consols leaving off at 90 1-2 to 5-8ths. Letters from *Genoa* mention that the ravages of cholera in that city were increasing.

LIVERPOOL, Oct. 7.—On Friday last Lucien and Joseph Bonaparte arrived at the Adelphi Hotel, from Chester. Joseph is on his return to America, and will embark to-morrow on board the Philadelphia packet ship Monongahela, in the Prince's Dock.

Since the above, we have been favored by the Evening Post with their papers—ours having failed—to 7th ult. We have not time, however, to add details, and the above summary comprises the substance of every thing important. In the Liverpool *Albion*, we find the following annunciation of the death of Mr. Barry:

On Sunday, the 30th ult., at the Star and Garter Inn, Paradise street, his Excellency Wm. T. Barry, Minister Plenipotentiary of the United States to the Court of Madrid, aged 53.

IMPORTANT FROM MALAGA.

Captain HARTSHORN, of ship EMPRESS, from Malaga, states that a revolution had broken out at Andaluaia, Seville, Malaga, and Grenada, on the 23d and 24th August. The Constitution of 1812 was proclaimed, and all the Friars at Malaga were imprisoned on the 23d. A number were killed and wounded.

The government troops were overpowered, and all who would not declare in favor of the new Constitution were either shot or imprisoned. There was great joy on the occasion, and the entire place illuminated. Tranquility had, in a measure, been restored when Captain H. left.

Capt. Hartshorn also states that the heavy rains on the 3d and 4th Sept. had seriously injured the fruit, and that nearly all the grapes were destroyed.

COMMERCIAL BANK OF ALBANY.—The Albany Journal of last evening furnishes the following official statement respecting this bank.

THE COMMERCIAL BANK.—The disappearance of Henry Bartow, late Cashier of the Commercial Bank of Albany, has naturally created much excitement, as it did the astonishment of the Directors and persons connected with that institution, and given rise to various rumours concerning its solvency. In consequence of the publication of an article in the Journal of Commerce, of New-York, stating the capital of the Bank at $240,000, and an embezzlement of $210,000 by the late cashier, the Directors deem it proper to apprise the public, that the capital of the Bank actually paid in is $300,000, together with a nett surplus of $79,263, making the total amount of capital $379,263. The Directors are not apprised of defalcations to the amount of $130,000; which, if it should be that sum, will leave an unimpaired capital of $249,263. Although a partial loss is thus sustained by the Stockholders, the Directors are enabled, from the examinations made, to give the assurance that in no event can injury or loss accrue to others.

Besides, by the terms of the Charter of this Bank, the Stockholders are individually responsible to double the amount of the original capital, being $600,000. The business of the Bank will not be suspended, and all notes, drafts, and deposites will be paid on demand.

JOHN TOWNSEND, President.
WILLARD WALKER, Vice Pres't.
Directors.
GEORGE W. STANTON,
JOHN L. SCHOOLCRAFT,
WILLIAM NEWTON,
LEWIS BENEDICT,
JAMES HORNER,
JOHN GOTT,
SETH HASTINGS,

N. B.—The other Directors are at present absent from the City.

Albany, October 13, 1835.

LANDS SOLD FOR TAXES.—In obedience to a resolution of the last Legislature, the Comptroller made a report giving a statement of all the sales of lands for taxes not heretofore reported; also the sales of lands for arrears of quit rents in 1826. This statement gives the location and description of the lot, the number of acres sold, the amount for which sold, the name of the purchaser, and the name of the person to whom conveyed. The report makes a volume of over 700 pages of the size of the legislative documents; and an extra number of copies have been printed sufficient to furnish the clerk of each town and ward with one copy. These have been forwarded to the treasurers of the several counties in the state, and each town clerk will be furnished with a copy by calling on the treasurer of his county.

In 1826, a similar report was made to the legislature, which may be referred to, (on application at the county clerk's office,) being document E. of the appendix, in the Assembly Journals of 1826.

These two reports contain lists of all the lands which have been sold for taxes in this state, and which have not been redeemed.

Persons who are interested in lands would do well to refer to these reports, and ascertain whether the lands in which they are interested have been affected by any of the Comptroller's sales. Lands are sometimes assessed and returned erroneously, and in such cases the payment of taxes annually is not sufficient to protect the land from sale: To guard against errors hereafter, every owner of lands should give the assessors the correct number and description of his lands, and as far as practicable should examine the assessment roll and ascertain for himself whether the right number and description is given to his lands in the assessment roll: if he finds one of his lots omitted in the list of resident assessments, he may be assured that although he is not called upon for the tax by the town collectors, the lot will be returned as non-resident, and in four or five years afterwards will be sold for taxes. Cases of this kind have frequently occurred.

To facilitate examinations, an index to the patents has been prepared and is annexed to the Comptroller's reports before referred to. In making examinations search ought to be made in the index, under every title by which a tract is known, *although found in one or more places under the title first searched for:* because tracts are sometimes returned to the Comptroller by one of their titles, and sometime by another.

☞ Lands sold for taxes in 1834, may be redeemed until the 21st day of April, 1836, and the several editors in the State might essentially serve the interests of their readers by calling attention, in an editorial article, to the Comptroller's notice on this subject, which is directed to be published in every paper in the State.—[Albany Argus.]

NEW-ORLEANS, Sept. 28.—The health of New-Orleans continues good; and we have reason to conclude with many experienced persons long resident here, that the yellow fever has ceased as an epidemic in New-Orleans.

[From Blackwood's Magazine for July.]

The Ship.

Where art thou going, mighty ship?
Thy sails are on the wind,
And the ocean, with a roaring sweep,
Is racing on behind.

The sea-birds wheel above thy mast,
And the waters fly below,
And the foaming billows, flashing fast,
Are leaping by the prow.

And midst the clouds thy fluttering flag
Is streaming strong and well,
As if to bid yon beacon crag
A last and gay farewell.

Where art thou going? "Far away,
To seek a distant shore—
Gaze ye upon me while ye may,
You will not see me more.

"My flag is dancing in the sky,
My sails are on the breeze,
And the wild bird screams exultingly,
As we bound along the seas.

"A hundred guns are on my deck,
And a thousand men below—
And my wings are spread without a speck,
As white as driven snow.

"Gaze while ye may—ye can but see
My panoply and pride—
Ye can but hear the hissing sea
Dashed gayly from my side.

"Hush! bootless sobs and yearning sighs,
Ye broken hearts be still,
Lest yonder landsman's envious eyes
Dream we have aught of ill—

"Lest he should think of care or woe
Amidst our gallant crew,
Our souls that hear the blithe winds blow,
With cheeks of ashen hue.

"Hurrah! hurrah! our homes we quit,
And those who are therein—
Will they be safe and standing yet,
When we cross the waves again?

"Hurrah! hurrah! a glorious land
Is rising far away
What grave upon that stranger land
Shall wrap our unknown clay!

"Hurrah! hurrah! beneath our keel
A thousand fathoms sleep—
And fleets are there—but with hearts of steel
We'll gayly o'er them sweep.

"On—on—the worm is at our heart,
But the shout upon our lip—
And who shall play the craven's part,
In our proud and gallant ship?

"And who shall let the groan be heard
Which lips are knawed to save—
Or the tears be seen, that without a word,
Are falling on the wave?

"On—on—the sea-birds heed us not—
And the shores are sinking fast—
And scarce the landsman from his cot
Can see our lessening mast—

"But sighs him as he turns away
To turn his evening hearth,
That aught should be so proud and gay
Without one care of earth."

RAILROAD IRON WORK,

Of all kinds, made to order by GODWIN, CLARK & CO., Paterson, New-Jersey.

CAR WHEELS, BOXES, AXLES, and CAR SPRINGS, made and fitted complete, at short notice, and fair prices.

Orders addressed to them at Paterson, N. J., or 24 Broad street, N. Y., will meet with immediate attention.

Paterson, Aug. 19, 1835. 34—tf

LOCK GATES, FOR CANALS.

DAVID WILKINSON, of Cohoes, Albany county, State of New-York, have obtained Letters Patent for the United States for an improvement in Lock Gates, &c., invites the attention of engineers and constructors to his invention, the result of thirty years' practical experience. The chief feature of his invention is the SELF-ADJUSTING VALVE GATE, which is opened in a great degree by the FORCE of the water, and is closed by the weight of the valve gate, rods and screws, and kept secure and close by a pall; the improvement requiring very little force, in aid of the power of the water, to raise the valve gate. The Lock Gate is kept perfectly tight, or free from sagging, by the method of adjusting the anti-friction roller upon the quadrant or circular railway. By means of a thimble on the capstan, the chain for moving the gate can never become tangled or ride on the capstan, and by means of a pall in the head of the capstan, it can never be turned the wrong way, thus effectually guarding against much danger.

There is a lock in operation at Hogansburgh, New-York, where the experiment has been fully tested, to the satisfaction of all scientific men who have viewed it, and which has a self-adjusting valve gate, opening an aperture five feet in length, by 18 inches in width, under a pressure of 8½ feet lift.

Having transferred the Letters Patent to Mr. JOHN L. WILKINSON, canal contractor, rights to construct under the same, may be obtained from him by applications addressed to Cohoes P. O. Competent workmen to construct the gates and put them into operation, will be supplied, if desirable, either by the inventor or the assignee.

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The following letter, from Judge WRIGHT, of New-York, one of the most experienced engineers in the United States, is conclusive with respect to the character of this gate:

"Moulinette, (U. Canada,) Aug. 14, 1835.

"DEAR SIR: I have here witnessed a trial of a new paddle gate invented by David Wilkinson, Esq., for Locks, to be introduced into the gates. It is 5 feet long, by 18 inches wide; and I am certain it is the best improvement of the kind which has been tried in this country. I think it will not get out of order, and is so simple, that a 12 years' old boy will open it; and there is no danger of throwing persons into the lock, from the operation, as nothing of the kind can happen.

"I think you will be much pleased with it. It applies its use to any head which can be used in locks, and is more particularly superior in the gates of the lock, to fill and empty rapidly, as easy as you please.

"I am, very respectfully, dear sir, your obedient servant,

"BENJ. WRIGHT.

"To EDWARD P. GAY, Esq.,
"Civil Engineer, Lancaster, Pa."

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To which is added the testimonial of J. B. MILLS, Esq., Engineer, who has been associated with the greatest works of internal improvement in the Union:

"Mr. Wilkinson has recently invented a VALVE for Lock Gates, which is undoubtedly of great value, and readily applied. Mr. W. has the contract for constructing the Lock Gates upon the St. Lawrence Canal, (which is the largest upon this continent,) where it is determined to adopt his valve, and his manner of working the same. Having the utmost confidence in Mr. W.'s valve, having seen it applied, I most confidently commend it to all those interested in the construction of Canal Locks.

"J. B. MILLS,
"Engineer St. Lawrence Canal.

"Cornwall, (U. C.,) Aug. 21, 1835."

39—3t.

TO CONTRACTORS FOR EXCAVATION AND MASONRY.

PROPOSALS will be received at the Office of the Philadelphia and Reading Rail Road Company, in Philadelphia, on the 19th and 20th days of October next, for the Grading and Masonry, of about sixteen miles of the Rail Road between Pottsgrove and Norristown.

In this distance, a large amount of heavy work, deserving the attention of skilful and competent Contractors, is to let. The Jobs of most magnitude, are a Tunnel 600 yards long, and a Bridge across the Schuylkill, near Phoenixville.

Plans and profiles of the line, and drawings of the different constructions on it will be exhibited, and all other information in relation to it will be afforded, on application at the Engineer's Office, at Pottsgrove, for ten days previous to the letting.

MONCURE ROBINSON, C. E.

Philadelpeia, Sept. 2, 1835. s2 8tawtO19

NEW-ORLEANS AND NASHVILLE RAILROAD.

NOTICE TO CONTRACTORS.

The New-Orleans and Nashville Railroad Company having decided to place under contract the first fifty miles of the Road, on the 15th day of December next, Proposals will be received at their Office, in the City of New-Orleans, from the 15th of November to the 15th day of December next, for the Graduation and Bridging of the same.

The Superintending Engineer, R. S. Smith, will be upon the ground to give every explanation relative to the manner of making Proposals, and such other information as may be required.

Of persons not personally known to the Engineer, there will be required certificates of character and qualifications.

This part of the road, extending along the shore of Lake Pontchartrain, is perfectly healthy throughout, and being the commencement of the most extensive work in the world, it cannot fail to be of great importance to Contractors to identify themselves with the work at its commencement, as those who are known to the Company as responsible and efficient will certainly be preferred to strangers during the future progress of the road.

The country through which the line passes is generally high pine ridge, and perfectly healthy.

H. J. RANNEY,
Chief Engineer N. O. & N. Railroad.

Engineer Office, N. O. & N. Railroad,
Aug. 25, 1835. s37

TO TUNNEL CONTRACTORS.

Proposals will be received by mail, or otherwise, for excavating a Tunnel on the summit of the Sandy and Beaver Canal. The Tunnel is 900 yards long, the material to be removed is a soft sand-stone rock, the highest part of the ridge through which it passes is about 90 feet above the top of the Tunnel. As the deep cuts at the termination are not excavated, most of the material will have to be removed through shafts. Proposals must be accompanied with good recommendations, as to skill and competency.

E. H. GILL,
Engineer.

New-Lisbon, Ohio, Sept. 17, 1835. 38—6t

RAILROAD IRON.

300 tons of Railroad Iron of the T pattern, just imported and for sale by HOWLAND & ASPINWALL,

s26 10t 55 South street.

AMES' CELEBRATED SHOVELS, SPADES, &c.

300 dozens	Ames'	back-strap and plain	Shovels,
75 do	do	round-pointed	do
150 do	do	cast steel	Shovels and Spades,
100 do	do	Socket	Shovels and Spades,
100 do	do	steel plated	Spades,

Together with Pick Axes, Churn Drills, and Crow Bars, steel pointed, made from Salisbury refined iron. For sale by his Agents,

WITHERELL, AMES & CO.
2 Liberty street, New-York.
BACKUS, AMES & CO.
8 State street, Albany.

34—ytf

RAILROAD CASTINGS.

MANY & WARD, Proprietors of the Albany Eagle Air Furnace and Machine Shop, will make to order car wheels, chairs and knees, and every other description of castings required for railroads. R-1y feb14

AUBURN AND SYRACUSE RAILROAD.

NOTICE TO CONTRACTORS.

Sealed Proposals will be received until the 15th day of October next, at noon, by the undersigned, Chief Engineer and Agent of the Auburn and Syracuse Railroad Company, for the Grading, Masonry, and Bridges on said Road.

Individuals disposed to contract for the execution of the whole or any part of the work, will be furnished on application at the Office of the Company in Auburn, with blank forms of proposals, and printed specifications.

The contracts will be formed in the usual manner—a specific price being stated for each item of work, which price is to include the cost of material and labor required in rendering the work complete.

The proposals to be accompanied with the names of sureties, and where the parties are unknown to the undersigned or resident Engineers, the usual certificates of character and solvency will be required.

Individuals who have been employed on other works, must furnish satisfactory recommendations from the Engineer or Superintendents of the same. A rigid adherence to the conditions of each contract will in all cases be required.

It is desired that all the work in each section, including Grading, Culverts, and Bridges, should be embraced in the same contract, and it is requested that the proposals be made accordingly.

The plans of the different structures will be ready for examination at the Office aforesaid, by the 1st day of October next. EDWIN F. JOHNSON,
Chief Engineer & Agent A. & S. R. R. Company.

Auburn, Aug. 22, 1835. 37—t15O

STEPHENSON,

Builder of a superior style of Passenger Cars for Railroad,

No. 264 Elizabeth street, near Bleecker street, New-York.

☞ RAILROAD COMPANIES would do well to examine these Cars; a specimen of which may be seen on that part of the New-York and Harlem Railroad now in operation. J26 tf

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RAILROAD CAR WHEELS AND BOXES AND OTHER RAILROAD CASTINGS.

☞ Also, AXLES furnished and fitted to wheels complete at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to.

Also, CAR SPRINGS.

Also, Flange Tires turned complete.

J8 ROGERS, KETCHUM & GROSVENOR.

PATENT RAILROAD, SHIP AND BOAT SPIKES.

☞ The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

Railroad Companies may be supplied with Spikes having countersink heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

☞ All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Troy, N. Y. July, 1831.

☞ Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S.—Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

1J23am H. BURDEN.

TO TUNNEL MINERS, DRILLERS, &c.

Wanted, immediately, 40 Tunnel Miners, (Cornish Miners will be preferred,) 20 Drillers, 50 Laborers, and two experienced Mine Blacksmiths, on the New-York and Harlem Railroad, about five miles from the City. Liberal wages will be given, and cash payments made every fortnight. Apply at Mr. FOWLER'S, St. John's Hall, Frankfort street, New-York.

JOHN RUTTER, Contractor.

☞ The Albany Argus, Philadelphia U. S. Gazette and Pennsylvanian, will please copy this, and send their bills to the Railroad Company, 14 Wall street, New-York. 23—tf

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PATENT HAMMERED SHIP, BOAT, AND RAILROAD SPIKES.

☞ Railroad Spikes of every description required, made at the Albany Spike Factory.

Spikes made at the above Factory are recommended to the public as superior to any thing of the kind now in use.

Ship and Boat Spikes made full size under the head, so as not to admit water.

Orders may be addressed to Messrs. ERASTUS CORNING & CO., Albany, or to THOMAS TURNER, at the Factory, Troy, N. Y. sept.13-1y

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RAILWAY IRON.

195 tons of 1	inch by	½	inch,	*Flat Bars* in lengths of	
200 do.	1½	do.	½	do.	14 to 15 feet, counter sunk
40 do.	1½	do.	⅝	do.	holes, ends cut at an angle
800 do.	2	do.	⅝	do.	of 45 degrees, with spli-
800 do.	2½	do.	⅝	do.	cing plates and nails to
soon expected.					suit.

250 do. of Edge Rails of 36 lbs. per yard, with the requisite chairs, keys and pins.

Wrought Iron Rims of 30, 33, and 36 inches diameter for Wheels of Railway Cars, and of 60 inches diameter for Locomotive wheels

Axles of 2½, 2⅝, 2⅞, 3, 3½, 3¼, and 3½ inches diameter for Railway Cars and Locomotives of patent iron.

The above will be sold free of duty, to State Governments and Incorporated Governments, and the Drawback taken in part payment. A. & G. RALSTON.

9 South Front street, Philadelphia.

Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use both in this country and Great Britain, will be exhibited to those disposed to examine them. d71meowr

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SURVEYORS' INSTRUMENTS.

☞ Compasses of various sizes and of superior quality warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by

E. & G. W. BLUNT, 154 Water street,
J31 6t corner of Maiden lane.

SURVEYING AND ENGINEERING INSTRUMENTS.

☞ The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely *new*, among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also a Railroad Goniometer, with two Telescopes—and a Leveling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes.

WM. J. YOUNG,
Mathematical Instrument Maker,
No. 9 Dock st., Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

Baltimore, 1832.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad, I cheerfully furnish thee the following information. The whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accident to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet risen in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,
JAMES P. STABLER, Sup't of Construction
of Baltimore and Ohio Railroad.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GILL, Civil Engineer.

Germantown, February, 1833.

For a year past I have used Instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these Instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.
ml 1y Germant. and Norrist. Railroad